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No. 149, 13th YEAR, NOVEMBER, 1966

Published first Thursday of the month

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Cilla— Navy's Xmas voice

Radio and television star Cilla Black, whose songs have studded the pop charts, established a new "record" on October 12 when she went to the Ministry of Defence to launch the Royal Navy's Christmas Message scheme.

She recorded a personal message on a master tape, which will be played to members of the Royal Navy and Royal Marines in ships and establishments all over the world, on Christmas Day.

Cilla's message will introduce recorded greetings and record selections from wives, mothers and sweethearts of men serving overseas.

After making her recording, Cilla faced the photographers, and one of her pictures was with Admiral Sir Desmond Dreyer, Second Sea Lord, who, standing beside her, said he was afraid he was rather tall.

"Oh, don't worry," said Cilla, "you're lovely!"

'Buying out' for recruits

A drawback to recruiting is to be ended when the Navy introduces a scheme for allowing young sailors to buy themselves out, for a modest sum, after about three months.

There has always been misgiving among parents, and among young men themselves, at the idea of "signing their lives away" when they may find that they are not suited to the Service.

Details have not been announced yet for the new arrangements, but the "probationary" period is likely to be about three months, and the buying-out about £20.

RE-THINKING ON PATROL BOATS?

Sharp re-thinking about patrol-boat requirements may be expected following the Navy's experience during the "confrontation" war in the Far East, and hovercraft stand high on the list of probabilities.

Much of the patrol work to intercept Indonesian infiltrators was done by coastal mine-sweepers, whose size and shallow draft enabled them to penetrate in the remotest places

in pursuance of their mission. But occasionally such vessels had to be used—a most expensive warship for this kind of work.

Fast patrol boats have been successfully developed and sold by Vosper's, but Navy thinking tends more towards the hovercraft, especially if the Service finds itself with more commitments of the "confrontation" kind.

Hovercraft have the enormous advantages of speed and immunity to being "tin-fished." They would be economical in manpower requirements.

One of the problems to be solved is that of directional control of the craft.

Given a solution, the Navy's "hover branch" could expand dramatically in the coming years.



Cilla with Admiral Dreyer

DEFENCE WHITE PAPER GLOOM CONFOUNDED QUEUE TO JOIN FLEET AIR ARM

The start of Ark Royal's £30m. refit, and the coming of the new Phantom aircraft, is helping to maintain Fleet Air Arm morale at a level which has confounded the gloomy forecasts on the consequences of the Defence White Paper.

To coincide with the illustrated feature in this issue on Naval Flying Training, "Navy News" asked Vice-Admiral D. C. E. F. Gibson, Flag Officer Naval Air Command, how the situation was resolving itself after the carrier decision.

"It was obvious," he said, "that officers would consider their futures most carefully, but it was quite impossible to estimate how many would take the step of asking to leave."

"Basically the naval aviator is a highly devoted person professionally, and most of the officers appear to have decided to stay with fixed-wing aviation in the Navy as long as they can."

ENCOURAGEMENT

"A very considerable encouragement to their decision has been the confirmation of the Ark Royal refit, and the coming of the Phantom aircraft."

According to the terms of the Defence White Paper, the carriers had an assured life "for as long as we are able to run them."

Asked if the Fleet Air Arm still maintained hope or belief

in a reversal of policy, Admiral Gibson replied that it was certainly true to say that all naval aviators were keenly interested in the outcome of the deliberations now going on with the Working Party on the future of the Fleet.

"They hope there will be fixed-wing aircraft with the Fleet after 1975," he said.

"Attention is focussed on whether some form of vertical take-off or short take-off aircraft can be operated from comparatively small ships."

VTOL PROSPECTS

Admiral Gibson denied that fixed-wing aviators were not interested in turning over to helicopters. Some of them were. But the prospects for VTOL were such that it should be possible to have high-performance fixed-wing aircraft with the same take-off and landing capabilities as a helicopter.

To a question on recruiting, Admiral Gibson answered that it was improving.

"We have just sent on a record number of short-service naval aviation cadets to Dart-



Vice-Admiral Gibson

mouth," he said. "They had all joined since the Defence White Paper. And the next entry is pretty well subscribed."

"We have a large number indeed of the very finest type of young man trying to get into the Fleet Air Arm, and the standard is so high that many have to be turned down. We certainly haven't lowered our standards in any way whatsoever."

'EXCLUSIVE CLUB'

"This seems to be a clear indication that young people are beginning to realise that even should the events foreshadowed by the Defence White Paper come to pass, defence needs and scientific advancements will continue to require a large number of the cream of Britain's young men to serve in naval aviation."

"Any young man who is a qualified naval aviator belongs to the world's most difficult, demanding, and exclusive aviation club."

Fleet 'Big Brother' hint to Navy

The Navy may get a "Big Brother or two," but what they are Mr. J. P. W. Mallalieu, Navy Minister, did not enlarge upon in his Trafalgar Night dinner speech at the R.N.V.R. Club.

The Minister said it was a simple matter to work out which of the present Fleet would still be in service in 1975, and not due for replacement before, say, 1980.

To that would be added the normal new construction programme, and then one had the firm elements of the future Fleet.

Mr. Mallalieu mentioned a first-class submarine force, two assault ships, eight County class destroyers and the Type 82 just ordered, about 40 frigates, all the smaller craft, and the growing fleet of support vessels.

The submarine fleet would form a most important part of the Navy. On this front, the Navy would be taking over the strategic deterrent role from the R.A.F. on time.

AFTER CARRIERS

"After the carriers go," said Mr. Mallalieu, "an obvious need is some form of command ship, to cement the others together."

"She must contain all the complicated means of directing not only the ships, but also the air support provided by the R.A.F.; and I think she should also carry enough weight to back up the smaller units."

"Even if we were to devote ourselves in future to nothing but police work—and of course we will have to be ready to do more than that—the ships on the beat have got to be able to

call up a Big Brother or two in support.

"Another factor we have to consider is whether we must continue to provide amphibious capability, and if so, what form it should take."

"Perhaps most important of all, we have got to decide where

the main strength of the Fleet should lie—on the surface or beneath."

The Navy Department and Admiralty Board were hard at work seeking the answers, and the Minister hoped they would have the results by next year's White Paper.

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ANOTHER 24-PAGE 'NEWS'

For the second successive month, "Navy News" is pleased to offer its readers a 20-page paper with an additional four-page supplement.

Advertising support is even higher than the record established in the October issue—further proof of the widening interest and usefulness of the Fleet's newspaper.

NAVAL FLYING TRAINING FEATURE
 —See centre pages

DRAFTY'S CORNER

Rosters have 'quick, quick, slow'

TEMPO CHANGE

You may remember that last month I showed you how a man, having qualified professionally for advancement, joins the advancement queue (or roster) and how, when he reaches the top of the roster by gaining basic and merit points, we issue his B.13 as soon as a vacancy occurs. This is what we term "normal" advancement.

Now I will show you what happens when, for various reasons, the system for providing the normal supply of advancements cannot be maintained.

At the end of each month, when we are in the course of issuing B.13's, authorising the advancement of the appropriate number of men from the top places on the rosters, we also take the opportunity to examine the state of each individual roster.

We do this by comparing the number of men queuing on a particular roster, with the expected number of vacancies liable to occur over a period of at least nine months ahead.

RELEASE FIGURES

We know fairly accurately, for instance, the numbers who will be released, and we have our own figures showing what vacancies have occurred in the past.

When this examination shows that there are fewer men available on a roster than can possibly fill the expected vacancies during the next nine months, the roster is classified as "intermediate" (i.e. we have some, but not enough).

This means that, to ensure a continuing supply of advancements, emergency steps have to be taken to bring men on to the roster without waiting for the six-monthly recommendations to come in from the Fleet on May 31 or November 30, or for the roster to be adjusted on September 1 or March 1 as a result of these.

The plain fact is that in this

Four awarded commendation

Two officers and two ratings from the survey ship, H.M.S. Hecate, already recognised by the Norwegian Government for their part in rescuing and rendering medical assistance to victims of a tanker explosion, have now been awarded the Queen's Commendation for Brave Conduct.

They are Lieut. B. F. Prendergast, Surg. Lieut. G. M. Welham, LRE(M) A. C. L. Thirlwell and LMA E. R. J. Harrison.

situation, normal advancement is not fast enough.

IN DATE ORDER

Since many of these men will be unable, therefore, to acquire either basic or merit points under the normal rules, they queue in the order of their basic roster date (which is either their seniority or basic date of passing the professional exam) and advancements are authorised in that order, regardless of any points totals which may exist.

Remember that a recommendation will still be required before the actual advancement is made, as a man's commanding officer has still to decide whether or not to rate him.

Under these conditions we also take steps to ensure that no man loses his proper position because of a late report of an exam result.

With the commissioning of H.M.S. Glamorgan at Vickers Naval Yard, Newcastle-upon-Tyne, on October 14, six of these powerful craft have joined the fleet—Devonshire, Hampshire, Kent, London and Fife are the others.

Two more—Antrim and Norfolk—were ordered under the 1964-65 Navy Estimates.

H.M.S. Glamorgan is fitted with the very last set of steam turbines to be built by Parsons Marine, Wallsend, that firm having manufactured, in 1898, the machinery for the world's first turbine driven warships, H.M.S. Viper and H.M.S. Cobra.

At the commissioning ceremony the commanding officer was presented with a bronze plaque depicting the world's first turbine driven vessel, Turbinia and H.M.S. Glamorgan.

DAMPIER (Surveying Ship), November 11 at Singapore, Foreign Service (Far East), (C).

CHAWTON (C.M.S.), November 12 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (Senior Officer), (E).

UNDAUNTED (A/S Frigate), November 24 at Chatham, Home Sea Service, U.K. Base Port, Chatham, (C).

CAMBIAN (Destroyer), November, Chinese Sids. and Cks. (O) replace U.K. ratings.

DUNCAN (A/S Frigate), December 15 at Rosyth, Home Sea Service, Londonderry Squadron, U.K. Base Port, Portsmouth, (C).

DARING (Destroyer), December 15 at Devonport, General Service Commission, Home/Far East/Home, U.K. Base Port, Devonport.

AJAX (A/S Frigate), December 17 at Singapore, Foreign Service (East of Suez) (Phased), Captain's Command (C).

1967

DANAE (A/S Frigate), January 10 at Devonport, Port Service for trials, Commissions May 24, Captain's Command, U.K. Base Port, Devonport, (C).

When we see an even worse state of affairs: when there are not enough men on a roster to meet even the immediate requirements, the situation is then so serious that we advance each man as soon as he qualifies, and the roster is termed a "dry" roster. (The roster for M(E)1 to LM(E) for instance, has been in this state for a number of years.)

THOSE EXAMS

Which reminds me. In the last article I pointed out the benefit of passing the professional exam, where this was necessary, before becoming qualified by service, so that you join the roster at the first available opportunity.

When a roster is "dry," this step is even more important, because then advancements are authorised from the date of

passing the exam, and not the date of applying for it.

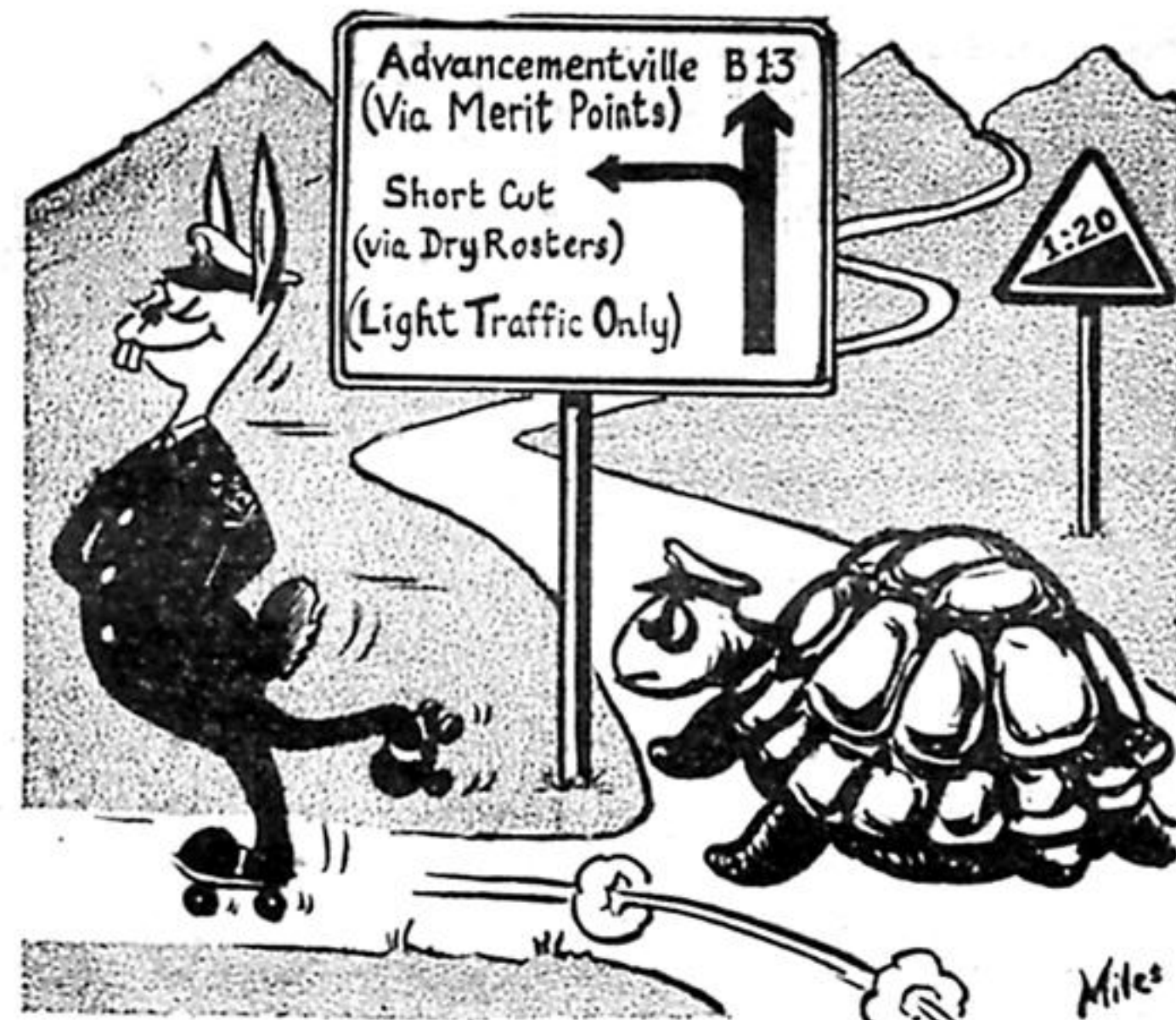
Although this may not appear to be fair, let me hasten to point out that the purpose of the basic date is to enable a man to establish himself on the roster as early as possible under normal conditions.

When these conditions do not apply, and there virtually is no roster, advancements are authorised from the date of the actual examination.

THE 'TRICKLE'

Now then what about the other side of the coin? When we are in the unhappy position of having plenty of men available on the rosters, but few, or even no vacancies?

This, I am happy to say, is, to some extent, taken care of by what is termed "trickle" advancement. To make sure that the flow of advancements continues, M.O.D. Navy provides us annually with a set of figures (which are based on the



"authorised numbers" I told you about last month). These represent, branch by branch, rating by rating, a minimum number of advancements which must be made regardless of vacancies.

This at least ensures that advancement never actually stops.

We have, of course, many other problems—long, long rosters being not the least of them—but I hope that now you have an insight into what goes on behind the scenes to produce a B.13 for the right man.

Rear-Admiral T. H. Maxwell, Director-General of Naval Training, visited H.M.S. Ganges on September 30.

fore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which Locally Entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B), Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards, (C)—Cooks (O) and Stewards only, (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards, (E)—Leading Cooks (S) and Stewards only, (F)—Cook (S) and Steward only.

DRAFTING FORECAST

FARTAR (A/S Frigate), January 12 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Devonport, (C).

PUMA (A/A Frigate), January 12 at Devonport, General Service Commission (Phased), Home/Far East/Home, U.K. Base, Devonport.

MOHAWK (G.P. Frigate), January 16, U.K. Cooks (O) and (S) and Stewards replace Goanese.

TROUBRIDGE (A/S Frigate), January 4, U.K. Cooks (O) and Stewards replace Maltese Cooks and Stewards.

ULSTER (A/S Frigate), January 5, Maltese Cooks (O) and Stewards replace U.K. Cooks and Stewards.

CHILCOMPTON (C.M.S.), End January at Gibraltar, Home Sea Service, Trials crew at Gibraltar and Steaming crew to U.K.

GRENVILLE (A/S Frigate), February 17 at Portsmouth, Port Service Trials, To Reserve on completion.

APPLETON (C.M.S.), February 7 at Gibraltar, Foreign Service (Middle East), 9th M.C.M. Squadron (vice Kildart), (E).

INTREPID (Assault Ship), February 26 at Clydebank, Home Sea Service/Foreign Service (East of Suez) from date of sailing, U.K. Base Port, Devonport.

LALESTON (C.M.S.), February 27 at Portsmouth, Home Sea Service, Vice Miner III, U.K. Base Port, Portsmouth.

CAPRICE (Destroyer), March at Chatham, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Chatham.

DIDO (A/S Frigate), March 2 at Chatham, General Service Commission (Phased), Home/Far East/Home, Captain's Command, U.K. Base Port, Chatham.

PENELOPE (A/S Frigate), At Devonport, Home Sea Service, U.K. Base Port, Devonport, (C).

DEFENDER (Destroyer), March 16 at Chatham, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Chatham.

KEPPEL (A/S Frigate), March 17 at Gibraltar, Home Sea Service for trials, Commissions May 12, Fishery Protection Squadron, U.K. Base Port, Rosyth.

SHOULTON (C.M.S.), March 21 at Portsmouth, Home Sea Service, 3rd M.C.M. Squadron U.K. Base Port, Portsmouth.

JUNO (A/S Frigate), April 4 at Southampton, General Service Commission, Home/Far East, Captain's Command, U.K. Base Port, Chatham, (C).

DUNDAS (A/S Frigate), April at Gibraltar, Local Foreign Service, L.R.P. complement.

GLAMORGAN FLIGHT, April at Portland, General Service Commission, Wessex.

REPTON (C.M.S.), April, Home Sea Service, Towing crew from U.K. to Gibraltar.

DAINTY (Destroyer), April 13 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth.

DIANA (Destroyer), April 13 at Devonport, General Service Commission (Phased), Home/Far East, U.K. Base Port, Devonport.

RHYL (A/S Frigate), May at Rosyth, Port Service, Special refit, (Dockyard control).

LOWESTOFT (A/S Frigate), May at Chatham Port Service, Special refit, (Dockyard control).

NAIAD (A/S Frigate), May 4 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.

KEPPEL (A/S Frigate), May 12 at Gibraltar, Home Sea Service, Fishery Protection Squadron, U.K. Base Port, Rosyth.

HAMPSHIRE (G/M Destroyer), May 18 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.

DANAE (A/S Frigate), May 24 at Devonport, General Service Commission, Home/Far East, Captain's Command, U.K. Base Port, Devonport, (C).

LONDONDERRY (A/S Frigate), May 29 at Portsmouth, Port Service, Special refit, (Dockyard control).

AINSE (Destroyer), May, Maltese Cooks (O) and Stewards replace U.K. ratings.

SALISBURY (A/D Frigate), June at Devonport, Port Service, L.R.P. complement.

DIAMOND (Destroyer), June 1 at Chatham, Port Service for trials, Commissions July 20.

DANAE FLIGHT, June/July at Portland, General Service Commission, Wasp.

ARGONAUT (A/S Frigate), July 4 (tentative date) at Hebburn, General Service Commission, Home/Far East/Home, U.K. Base Port, Portsmouth.

ASHANTI (G.P. Frigate), July (tentative date) at Portsmouth, Port Service, L.R.P. complement.

AUORA (A/S Frigate), July at Chatham, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Chatham, (A).

ARETHUSA (A/S Frigate), July, Maltese Cooks (O) and (S) and Stewards replace Chinese ratings.

HYDRA FLIGHT (Under consideration), July at Portland, General Service Commission, Wasp.

DIAMOND (Destroyer), July 20 at Chatham, General Service Commission, Home/Far East/Home, U.K. Base Port, Chatham.

ZULU (G.P. Frigate), July 27 at Rosyth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Rosyth, (C).

WHITBY (A/S Frigate), August, Maltese Cooks (O) and (S) and Stewards replace U.K. ratings.

BERWICK (A/S Frigate), August at Devonport, Special refit, (Dockyard control), Port Service.

DECOY (Destroyer), August, At Portsmouth, General Service Commission, Home/Far East/Home, U.K. Base Port, Portsmouth.

JAGUAR (A/A Frigate), August 4 at Chatham, Port Service for trials, Commissions September 29, U.K. Base Port, Chatham.

CLEOPATRA (A/S Frigate), August, Maltese Cooks (O) and (S) and Stewards replace Chinese ratings.

LLANDAFF (A/D Frigate), September 19 at Singapore, Foreign Service (Far East) (Phased), (A).

JAGUAR (A/A Frigate), September 29 at Chatham, General Service Commission, Home/Far East/Home, U.K. Base Port, Chatham.

KENT (G.M. Destroyer), September at Chatham, General Service Commission (Phased), U.K. Base Port, Chatham.

ZULU FLIGHT (Under consideration), September at Portland, General Service Commission, Wasp.

PUNCHSTON (C.M.S.), September at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

SUBMARINES

OLYMPIUS, October 21 at Portsmouth, Work-up in the Clyde, then join First S/M Squadron at Dolphin.

ONSLAUGHT, November 7, at Chatham, Work-up in the Clyde, then join Seventh S/M Squadron at Singapore.

NOTES.—It is emphasised that the dates and particularly given are forecasts only and may have to be changed—perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will there-

Superior to superior

A new efficiency assessment will be introduced as from December 1, and from that date the following categories will be available: Exceptional, Superior, Satisfactory, Moderate, Inferior.

Commanding officers have been told by the Admiralty Board that the category "Exceptional" should be used sparingly, and the automatic upgrading of former "Superior" men should be avoided.

In general the "Exceptional" category should, it is suggested, be reserved for ratings who get 48 points or more out of 60 in the first six attributes of the revised merit point system.

TWO RESCUED

Two Navy fliers, Lieut.-Cdr. D. B. Ferne and Lieut. A. W. Mathias, of 829 Squadron, Royal Naval Air Station, Portland, were rescued by the frigate H.M.S. Phoebe on October 4 after their Wasp helicopter had ditched in the channel.



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CHANGE IN SYSTEM Merit points improvement

The Admiralty Board has stated that the Merit Points system of advancement needs to be improved if it is to succeed in securing earlier advancement for the more capable ratings, and a new system of points marking is being introduced for the half-yearly assessment due to be rendered on November 30 this year.

EXCHANGE OF SHIPS

The following rating is anxious to exchange ships. Anyone interested should write to the applicant direct. In accordance with Defence Council Instruction 1151/66, requests to transfer must be submitted to the respective commanding officers in the normal service manner.

LMIE A. C. B. Stenning, H.M.S. Eagle at Devonport. Details for H.M.S. Triumph - a married accompanied billet. Wishes to change with similar rating who has a draft to a home based ship, or to ship due to staff, or is on, a General Service Commission.

WARSHIP VISIT TO LONDON

Last month four ships of the Fishery Protection Squadron visited London for a six-day visit and were open to the public on two afternoons.

The ships concerned were H.M.S. Blackwood, commanded by Capt. W. I. Campbell, R.N., captain of the Squadron, H.M.S. Palliser, H.M.S. Wotton and H.M.S. Wesperton.

Parties of school children visited the ships on four mornings of the stay.

A 10-man joint services expedition is to explore 9,000 square miles of West Central Australia, and will leave Britain next February.

In some cases, under the old system, the stage has been reached where the "six point" man is the average man, and the "four point" man, who should be average, fails to retain his position on the roster.

The new system provides a much wider range of merit points, and these will be awarded against eight separate attributes. The first six personal qualities will be assessed on a man's present rate and are (1) Reliability, (2) Performance of duties, (3) Bearing and appearance, (4) Common sense, (5) Personal qualities and (6) Zeal and energy.

The other two attributes are in respect of Degree of Readiness for advancement, and are (1) Professional capability and (2) Leadership potential.

NO OVERMARKING

Up to 10 points may be awarded against each attribute, and the assessing officers are told that the tendency to overmark should be resisted, as this tends to penalise the more capable ratings. Forty marks should be considered an average mark, not as a low mark.

Men with less than 20 points will be removed from the advancement roster.

It is a feature of the new scheme that merit and time points awarded up to June 1, 1966, will be converted to the new scale.

LEADING THE ROSTERS

The following table shows the total points of the man at the top of each roster as at October 1, 1966. The number in brackets indicates the number of men with the same number of points.

Ratings lacking seniority, VG conduct, or medically unfit have been omitted.

| | | |
|---------------------------------------|--|---------------------------------------|
| CPO 206(4) | PO 41(8) | LSEA Int. |
| CHSMKR 118 | SLMKR Dry | |
| CPWTR 183(2) | POWTR Int. | LWTR 11(3) |
| CPOSA(V) 163 | CPOSA(S) 179(2) | POSA 31(3) |
| LSA 7(49) | | |
| CPOCKS 158 | POCKS 136 | LCKS 58 |
| CPOSTD 199(2) | POSTD 98(2) | LSTD Int. |
| CPOCKO 218 | POCKO 144 | LCKO 24 |
| MAA 156 | RPO 69(3) | |
| CERA/ CHMECH Int. | CHME(A) 193(4) | CHME(B) 164 |
| POME Int. | LMIE Dry | |
| CHSHPT Dry | CHJNR 152 | COA Dry |
| CEA(W) Dry | CEA/ CHMECH 171(2) | CHEL Dry |
| POEL Dry | LEM Dry | CREA/ CRELMCH Dry |
| CREL 133(2) | POREL Dry | IREM Dry |
| CPOMA 47 | POMA 32(2) | LMIA Int. |
| CCY 153(2) | CY 41(3) | LRO(T) 33 |
| CRS 172 | RS Dry | LRO(G) 29(4) |
| CRS(W) Dry | RS(W) Dry | LRO(W) Dry |
| CAA(AE) Dry | CAA(O) Dry | CAM(AE) Dry |
| CAM(O) Dry | CEA(AIR) Dry | CREA (AIR) |
| CHIEL- MECH (AIR) | CHIEL- MECH (AIR) | |
| CAF(AE) 228 | POAF(AE) 103 | LAM(AE) Intermediate |
| CAF(O) 223 | POAF(O) 49(3) | LAM(O) 44 |
| CA(AID) 196(1) | PO(AID) 88 | LA(AID) 27 |
| CAISE 92 | POAISE 100 | LAISE 27 |
| CA(PHOT) 183 | POA (PHOT) | LA(PHOT) 84(1) |
| CAMET 219 | POA(MET) 78 | LAMET 78 |
| CHIEL (AIR) | POEL (AIR) | LEM(AIR) Dry |
| CHREL (AIR) | POREL (AIR) | IREM (AIR) |
| | | Dry |



BUTTERFLIES 'AS BIG AS SOUP PLATES'

H.M.S. Ursa, the fast anti-submarine frigate, was built by Thornycroft's at Woolston as a destroyer, being converted by Palmers, of Hebburn, into a Type 15 A/S frigate in 1953.

Launched on July 22, 1943, and completed on March 1, 1944, Ursa has a displacement of 2,800 tons (full load), is 362 ft. in length (o.a.) and a beam of 36 ft. Armament is two four-inch and two Limbo three-barrelled depth charge mortars.

Complement is 13 officers and 180 ratings.

Ursa returned to Plymouth on October 28, flying a paying-off pennant for the last time. She has just completed 10 months in the West Indies this year, and is now to undergo a refit and to be placed into the reserve.

Commanded by Cdr. A. L. L. Skinner, R.N., the last 10 months have been spent on patrols in the Bahamas, but visits to the numerous West Indian islands have added to the interest.

Many young sailors had the opportunity of setting up camp in the jungle near an estuary on the north coast of Trinidad, making their first acquaintance with fireflies, humming birds, and butterflies "as big as soup plates."

Some on board climbed an extinct volcano rising to 3,000 ft. on the Dutch island of St.

Eustatius. As far as is known, the last visit of the Royal Navy was by Admiral Rodney in 1776, when he sacked the town. Ursa's men were, however, welcomed in an extremely friendly fashion.

In September the ship sailed south to stand by in the Caribbean in case assistance was re-

quired. Hurricane Judith was threatening St. Lucia and Hurricane Inez, which had already caused havoc in Guadeloupe, and subsequently Haiti and Cuba, was also threatening the area.

Judith did not materialise as a threat and Inez went into the Gulf of Mexico. It might have been a very different story.

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NEW 'LEANDER'

The keel of a new Leander class frigate, to be named H.M.S. Bacchante, was laid on October 27 at the Walker yard of Vickers Limited (Shipbuilding Group), Newcastle-upon-Tyne.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To Chief Petty Officer
JX 660875 P. Bateson, JX 778025 G. K. Vaughan, JX 646244 R. B. Morley, JX 818238 J. W. Grieve, JX 581665 D. R. Cox, JX 712964 W. J. Wood, JX 365945 D. Hackwood, JX 778112 R. W. Scott, JX 712997 D. A. Bray, JX 795832 K. G. Biddle, JX 836244 G. W. S. Davis, JX 760458 K. W. Sedgemore.

To Chief Petty Officer Writer
MX 811702 B. C. Phillips, MX 870200 P. L. Bradshaw.

To Chief Petty Officer Caterer
MX 845463 J. W. Pullin.

To Chief Petty Officer Stores
Accountant (V)
MX 876964 G. R. Stewart.

To Chief Petty Officer Stores
Accountant (S)
MX 896782 D. H. Morgan, MX 771404 V. Shepherd.

To Chief Petty Officer Cook (S)
MX 846047 E. R. Robinson.

To Chief Sailmaker
JX 836511 R. A. Woodward.

To Chief Petty Officer Engineering
Mechanic
KX 709533 P. Power, KX 835330 A. Jarvis, KX 849819 G. W. Blaker, KX 841359 D. Jenkin.

To Chief Engineer Room Artificer
MX 637806 I. Black, M 928611 J. H. McCormack, MX 855735 W. B. Green, MX 909491 A. Ross, MX 947683 A. C. Clark.

To Chief Ordnance Artificer
M 928946 E. W. Farnold, M 933818 W. T. Ferguson, MX 887848 J. Perry.

To Chief Control Artificer (W)
MX 855975 W. I. Winthorpe, M 928688 H. J. Ashenden, MX 855849 D. A. Booth, MX 902255 B. R. Diplock, M 933852 M. G. Jacobs, MX 887689 P. J. Mallett.

To Chief Electrical Artificer
M 933915 D. E. Rowland.

To Chief Electrical Mechanician
MX 836842 M. J. Jones, M 946702 I. M. I. Bebb.

To Chief Radio Electrical Artificer
M 956309 M. W. Evans, M 928755 J. F. Griffin.

To Chief Radio Electrician
MX 908349 G. E. Leake.

To Chief Radio Supervisor
JX 574761 J. H. Jones, JX 899576 B. Heaton.

Chief Wren (Writer G)
111385 M. E. Thomlinson.

To Chief Air Fitter (O)
L/F 929432 R. H. Booth, L/FX 741642 A. C. Bennett.

To Chief Airman (AII)
L/FX 850111 E. A. Parker.

To Acting Chief Electrical Artificer
(Air)
L/F 928964 J. M. Hasney.

To Acting Chief Electrical Mechanician
(Air)
L/FX 908248 V. Murray.

To Chief Electrician (Air)
L/FX 879678 P. R. Fitchett.

To Acting Chief Radio Electrical
Artificer (Air)
L/F 933862 M. Justice.

Presentation Team, at the h.



Sub-Lieut. C. Phillips
A Royal Navy helicopter pilot, Sub-Lieut. Charles Phillips, aged 21, of West End, Southampton, was killed in a car crash at Christchurch. His father, Lieut.-Cdr. Harry Phillips, R.N. (ret.), is a hovercraft test pilot with the Westland Aircraft Co. at Cowes.



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DARTINGTON VISITS BRUNEI



Four sailors from H.M.S. Dartington, the coastal minesweeper, enjoy a boat trip in Brunei Bay past Kampong Ayer, a village built on stilts, with the famous mosque in the background. They are—REM David Holmes, ME Nelson Yorkshades, ME Robert Huntley and LRO Neil Williams

Last Sarawak patrol by British warship

When H.M.S. Dartington visited Brunei shortly before the ending of the "confrontation," the Crown Prince, Duli Pengiran Muda Mahkota, attended a reception on board.

H.M.S. Dartington, which had previously spent a week in Tawau, then journeyed to Kuching, the capital of Sarawak, from where she carried out patrols.

Dartington was the last British or Commonwealth ship to patrol off Sarawak, as on September 3 responsibility for patrolling was transferred to the Royal Malaysian Navy.

The Governor of Sarawak, Tun Abang Haji Openg,

attended a ceremony, during which official patrol documents were handed over to the commanding officer of the Malaysian minesweeper, K. D. Mahamiru, by the Dartington's captain, Lieut.-Cdr. S. Grant Campbell, R.N.

H.M.S. Dartington was one of the Royal Navy's most frequent visitors to Borneo.

She was engaged in anti-piracy patrols off Tawau in 1961, helped in the quelling of the Brunei revolt in December, 1962, and since then has spent a great deal of her time carrying out anti-Indonesian infiltra-

tion patrols off Borneo, particularly in the Kuching area.

'New look' at Fishery Protection work

An answer to critics who complain that the Navy's Fishery Protection Squadron is too "undersized and slow" to safeguard our seamen may be answered by the introduction of hovercraft.

The Inter-Service Hovercraft Trials Unit at Lee-on-Solent provided an SRN-5 for a preliminary investigation.

A hard standing on the promenade at Skegness was the main trials base, and the trials took place on October 6, 7 and 8. H.M.S. Wasperton and H.M.S. Wotton co-operated, the scene being chosen because of the presence of British and foreign herring fleets 15 to 20 miles off the Lincolnshire coast.

At a Press conference, Capt. Ian Campbell, R.N., captain of the Fishery Protection Squadron, said that hovercraft had a great potential.

"If they have good sea-keeping qualities," he said, "we believe we have got the ideal coastal fishery protection vessel."

Capt. Campbell added that there had been some "sniping" about the Navy's fishery protection, and it was hoped by means of the trials to show that they had a "new look" in this branch of the Service.

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Many pupils remain even during holiday periods, and for those travelling abroad a School Service is provided to London Airport where the children are seen on to their correct flight.

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The information from the new 3D radar and other sensors, and control their various weapons to engage the targets selected.

Development of this radar has been the direct result of close collaboration between the British and Netherlands navies.

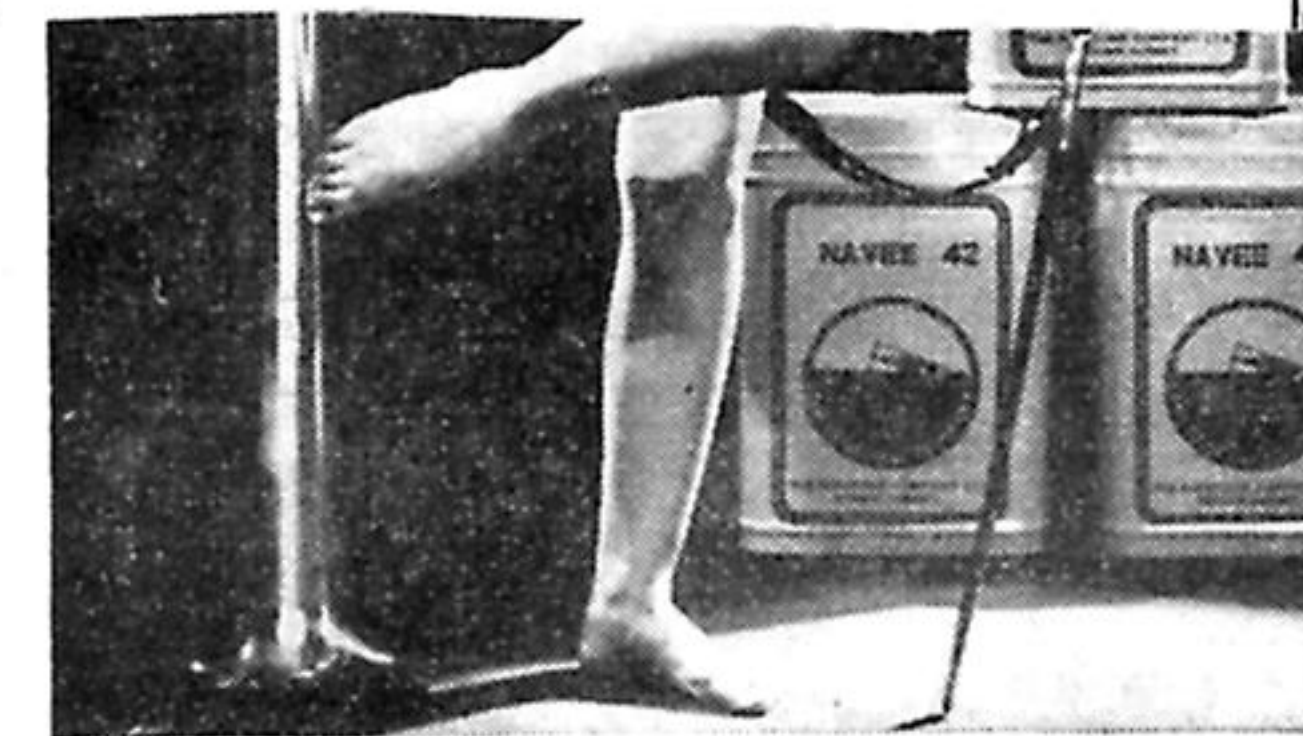
Other equipment includes the latest sonar systems to provide the detailed information required for the latest anti-submarine weapons, including the long-range weapon Ikara.

A high-domed structure above the bridge, and three smaller domes, forward and on either side, are necessary to house the advanced automation equipment.

Magazine for Ship lovers

"Harley Street" says the sign, and the tenth number of Ships Monthly, the magazine devoted to ships of all kinds and ship models of all periods (published by Endlebury Publishing Co. Ltd., Grosvenor Road, London, E.10, at 3s per issue) lives up to its previous promise, and is of absorbing interest to all who have a love of ships and the sea.

Stock Naval Christmas Cards



Ashore or afloat there's not a cleaner that comes up to NAVEE 42 for fast, easy cleaning. And what's more, with such SAFETY! NAVEE 42 gets rid of grease and dirt no matter how tough and stubborn, just by soaking, wiping or spraying. NAVEE 42 has no flash point and has a pleasant smell. Use it with safety and confidence on all your difficult cleaning jobs. For instance: bilges, double bottoms, bunker oil, heavy fuel and diesel oils, preservative coatings etc. Note the name again—NAVEE 42.

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TEMPTS IN A NEW DISGUISE

Royal Naval Benevolent Trust officials are only too well aware, through the applications for assistance, of the dangers of indulging in hire-purchase beyond the capacity to pay.

Now there is new cause for concern — the credit cards.

Use of the cards is only another extension of "buy now and pay later," and demands the utmost care in seeing that resources are there to meet such tempting opportunities.

For most things, "buy now and pay now" is the motto for limiting financial "panic stations."

Ian Sheppard: slow progress

Readers of Families Page will be anxious to hear about the condition of Ian Sheppard, the 16-year-old son of Mrs. Norma Sheppard, who lost her husband in the explosion aboard the submarine Rorqual.

Within days of his father's death, Ian was involved in a road accident while riding a bicycle, and was taken to hospital gravely injured.

He is there still, and according to the medical report, "making slow progress."

Where all Navy wives are happy

According to the Navy Minister, Mr. J. P. W. Mallalieu, there is at least one area where all naval wives are happy—the Far East.

He has recently returned from visiting Singapore and Hongkong, and apart from a quickly resolved difficulty over a certain type of hiring in the latter port, there were no "drips" at all.

"Why should this be," he was asked, "in view of the strain and demands of confrontation patrols?"

Mr. Mallalieu thought that the reasons included having all the married quarters and hirings they needed, the novelty and ease of a life with servants, and the social and recreational opportunities.

"It is a pretty good life for them," he added, "and, of course, sailors make good husbands!"



BIRD'S EYE VIEW OF LIFE IN EAST

Any wife faced with a tour in the East should view the prospect with delight. Despite all the awful warnings of "creepies and crawlies and things that go bump in the night," life with the Seventh Submarine Squadron is fun.

Not for us (writes a naval wife) the dread of getting out of bed in the frozen dawn of a winter morning to get breakfast for the family and then to face an almost ceaseless round of household chores.

Thanks to that splendid institution of the East, the Amah, we have much more time to spend with our children, and are freer to undertake more outside activities.

Apart from the more obvious sporting activities obtainable at the Base, such as swimming, tennis, squash, sailing, and so on, there is the Seventh Squadron Wives Club.

MANY OUTINGS

During my own comparatively brief membership I have been on a variety of trips, including one to a tanning factory—with a difference. The raw material is live crocodiles, and the end product a much-coveted handbag or pair of shoes.

'NAVY NIGHT' AT CIRCUS

A special "Navy Night" performance has been arranged by the directors of Bertram Mills Circus at Olympia, on December 29, with reduced price tickets for naval personnel and civilian staff and their families.

The performance will start at 1645, and application forms for tickets may be obtained from the Box Office, Bertram Mills Circus, Olympia, London, W.14.

RAISED £65 FOR CHARITY

The Vernon branch of the Royal Naval Wives' Association has had a most successful year, in which their monthly meetings have embraced a wide variety of entertainments.

As a result of their activities, no less than £65 has been raised for naval and other charities. The branch is the only one of the association which includes among its members women whose husbands are serving or who have served in other ships and establishments. The secretary is Mrs. Brooks, of Lady Hamilton Cottage, St. Thomas's Street, Portsmouth.

V.I.P. VISIT

Mr. Maurice Orbach, M.P., Parliamentary visitor to Singapore, chatting to a sailor from the repair ship H.M.S. Triumph, Mechanical Engineer John Hancock, aged 22, and his wife Vera, who is expecting her first baby soon.

A 'DUTCH WOOING' TO BRING THEM BACK

Asked at a London press conference about re-engagement, the Navy Minister (Mr. J. P. W. Mallalieu) said that this still depended a great deal on the attitude of the wives, who not unnaturally did not like separation.

"But a great deal is being done to cut down separation and the lengths of commissions," he said, "and there is also the new separation allowance."

Mr. Mallalieu said that the Dutch naval authorities had a scheme for "follow-up" letters to ratings who had left, inviting them to return, and it seemed to be working. Something on the same lines was to be tried in the Royal Navy.

THE PROBLEMS

There were problems about men returning after a spell in civilian life.

To offer only a lower rate than that at which they left was a deterrent, yet re-engagements could not be allowed to interfere with other people's promotions.

It would have to be sorted out, because skill was being lost, and the Navy did not want to lose it.

A WELCOME OFFERED

Mr. and Mrs. Issett, of 72 Chambers Street, Derby, who have a girl of eight, offer a welcome to "a boy to the family." They write: "We are working-class people, and would be very pleased to have him, and as many boys who would have us."



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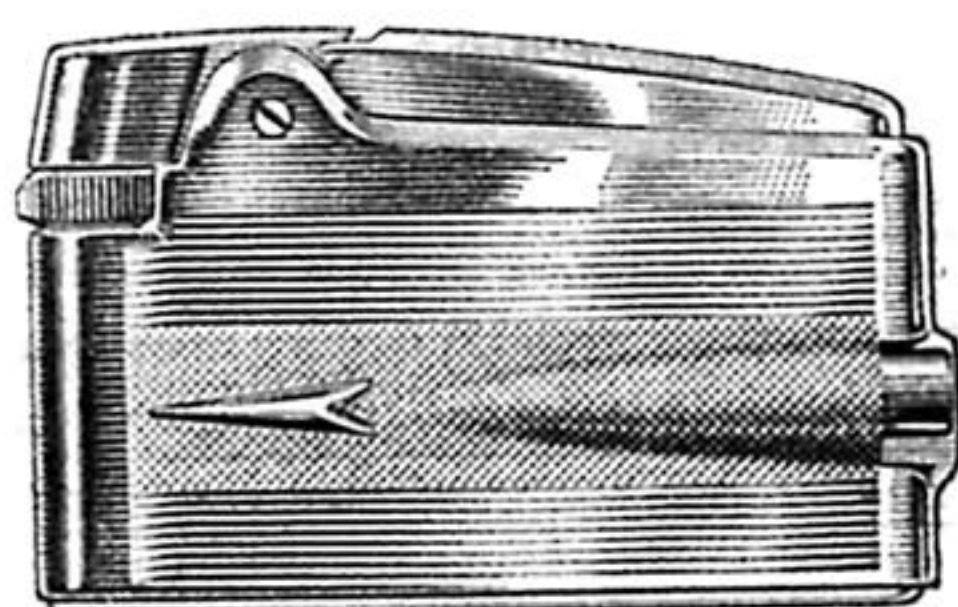
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Ronson Varaflame lighters are special. They run on clean, safe, tastefree butane gas. They never smell. Or smoke. Or leak. They light for months before you need to refuel. So if you get one for Christmas you shouldn't need to refill it until Easter. At least.

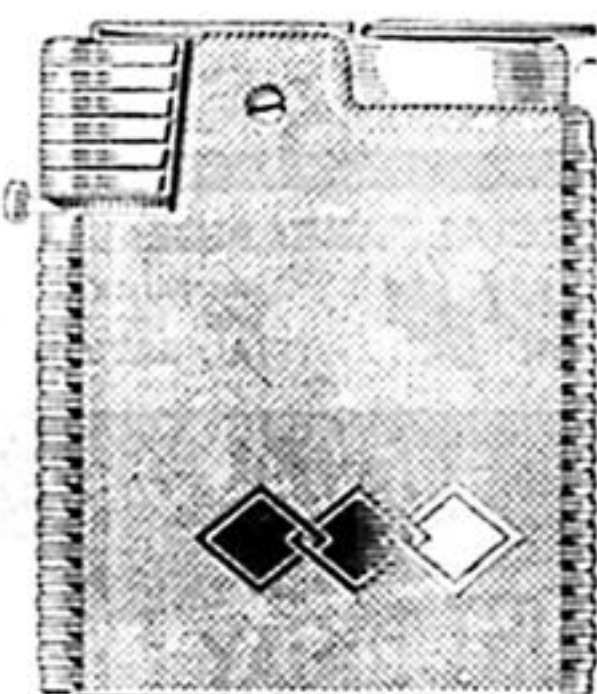
Refuelling takes seconds with a Ronson Multi-Fill. And in normal use you get a full year of lights from one Multi-Fill.

The flame height is adjustable. Just twirl the Varaflame wheel and the flame rises or falls obediently. Up for pipes and cigars. Down for cigarettes.

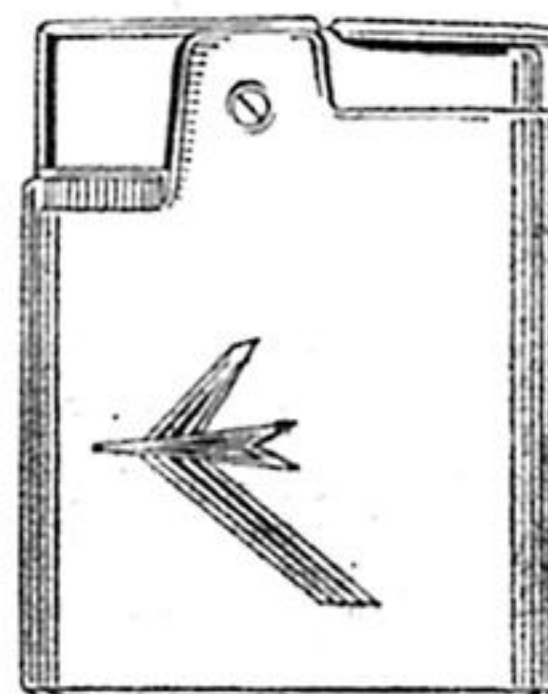
Before Christmas gets any closer, look at the full Varaflame range (three of them are shown below). Pick up each lighter. Handle it. Admire. Compare. Then choose. Carefully—whoever gets it will own it a long time.



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Ask to see the Ronson range of lighters next time you're in the N.A.A.F.I.

Also available from branches of Bernard's and Cooper's.

Aden mystery explained

With reference to the letter from Mr. J. S. Paterson, "GRIMSBY PLATE AT ADEN" ("Navy News," October), the ship's trophies were landed at the beginning of the war, and are now held in safe custody, together with others belonging to H.M. ships no longer in commission, at the R.N. Trophy Centre, R.N. Barracks, Portsmouth.

It is customary to loan these trophies to other units of the Fleet, until the "owner ship" recommissions or the name is allocated to new construction, when those trophies are recalled to the Trophy Centre for re-issue to the "owner ship."

If in the future one of H.M. Ships is named "Grimsby," all trophies belonging to the original "Grimsby" will be issued to her.

The tray is one of three presented to H.M.S. Grimsby by the inhabitants of the County Borough in July, 1934. The presentation was made by the Mayor of Grimsby, on board the ship, when she was on a 14-day visit to the port. These trays are now on loan to the Naval Attache, Moscow; H.M.S. Sirius, and 45 R.M. Commando at Aden.

J. E. Rees
(Lieut. (S), R.N., ret., and L.S.A. during the first commission).

Did L.S.T. No. 3092 ever exist?

With reference to C. W. Maxwell's letter in the September issue, according to Ian Allan's "Warships of World War II" there is no such L.S.T. as number 3092.

The Admiralty type of L.S.T. range from numbers 3001-3045, and 3501-3571. The other type of L.S.T. were those from the United States on lease-lend, and

THE CHITTA-PRANGERS

It would appear from your September issue and my personal experience that a habit has been formed in the smashing of the pier at Chittagong. We did this in H.M.S. Colombo in 1934.

Couldn't we form an association around this?

T. W. Gould
R.N. and R.M. Club, Dover.

He's amongst good friends at AGGIE WESTON'S



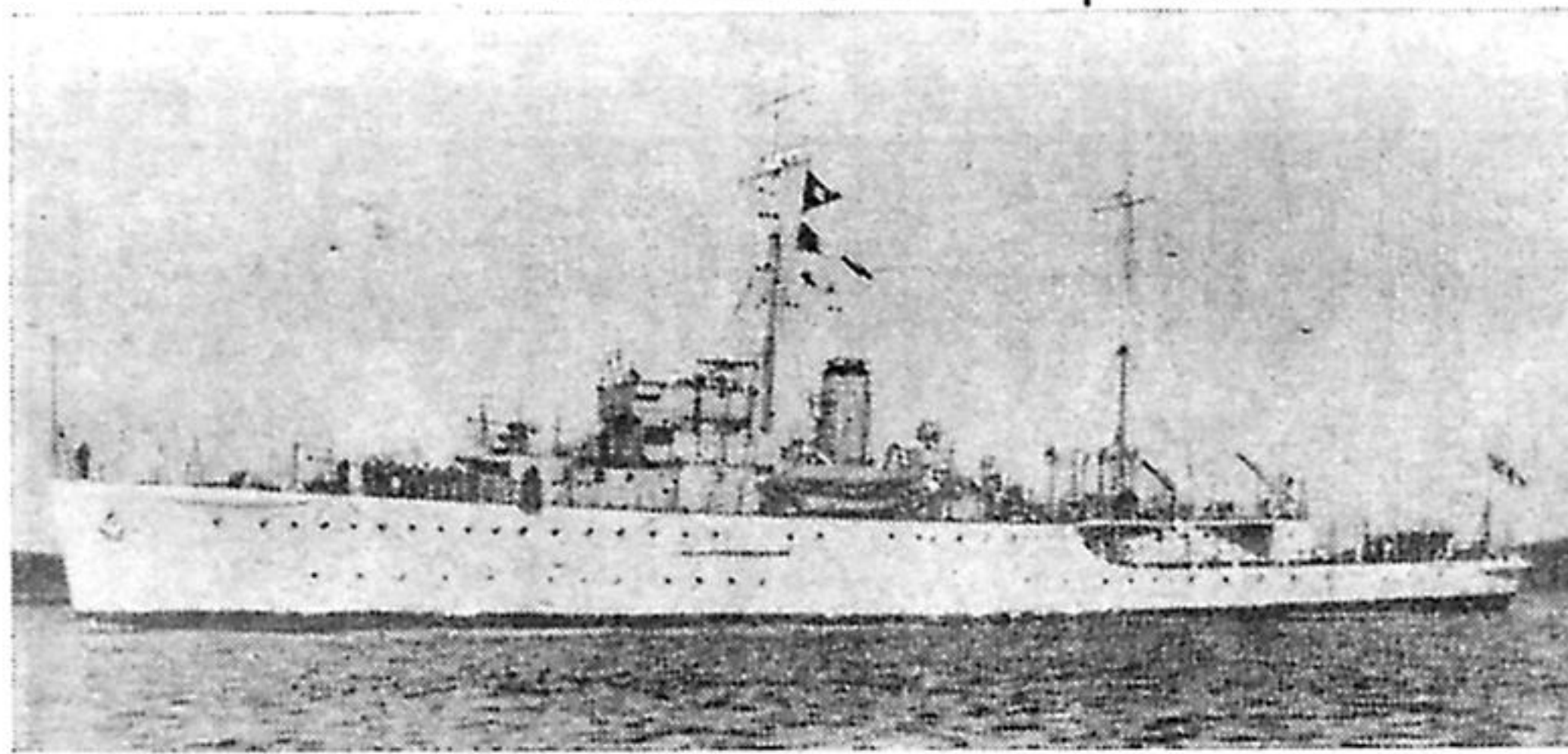
At Miss Agnes Weston's Royal Sailors' Rests, men and women of the Royal Navy and other services find a warm welcome, a comfortable "home from home" and unsparing help with spiritual, moral and family problems. A sailor's life has many dangers besides physical ones—prompt action by Aggie Weston's missionaries has averted countless human tragedies. Please assist this important work by gift, deed of covenant or legacy.

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Letters to the Editor

H.M.S. Grimsby (see lead letter) was built at Devonport Dockyard, in 1934, and went to the Far East. She was sunk by enemy aircraft off Tobruk in May, 1941.



A FOUNDER'S GOOD WISHES

From Rear-Admiral
I. L. M. McGeoch
Flag Officer, Submarines

As a "founder-member" of "Navy News," I would like to congratulate the editorial staff on the fine and vigorous progress that has been made by the paper since the early days in 1954 when Padre Tregenna-Piggott, Mr. Mason (of Messrs. Gale & Polden) and I were struggling to get it off the ground.

I am delighted with the way it has developed, in every sense, into the Navy's newspaper. The fact that its advertising revenue now permits a 24-page edition reflects the greatest credit on the staff.

I greatly look forward to my copy each month, and wish "Navy News" continued expansion and success.

Ian McGeoch
Fort Blockhouse, Gosport.

Woke up—found he was on the deckhead

Your "career personality" in the October issue, Lieut. Rees, brought back some pleasant memories.

In common with so many others, I regret that I terminated my service prematurely (1954). The R.N. looks very good from the outside now. Perhaps one or more of my sons will have more sense than their father had.

I served with Lieut. Rees in Constance during the Korean war, and his remarks about the weather could furnish some interesting lantern-swinging matter sessions.

After one spell in the tail of a typhoon we had to put into a Japanese yard for new fore'sle deck plating. Being on the upper fore'sle mess was like being in a huge shower bath.

On another occasion we broached when rounding the southern tip of Korea after patrol duties. I believe the engine room claimed we laid over to 38 degrees.

I was in my hammock when it happened, and it is rather

frightening to be violently awakened and to find oneself lying hard against the deckhead, with a row of deadlights apparently overhead.

T. Scully
Strood, Kent.

Holland boat, not the 'A' class

In the October issue there is a picture of "one of the first all-British submarines of the 'A' class."

I would like to point out that the picture shows No. 3 Holland submarine. I know, because I commanded No. 1 Holland and A5 in 1903-4-5.

H. G. Good
(Commander, R.N.)
Paignton, Devon.

'His ship' went back to United States

I have made intensive inquiries about H.M.S. Domett, as I have in my possession a christening mug dated 24/9/44. Have you any information on this ship?

R. Dommett
H.M.S. Hermes, c/o BFPO.

Domett, a frigate of 1943, was returned to the U.S.A. in 1946. She served in the Atlantic (1943-45), Normandy (1944), and English Channel (1945). The name is that of Sir William Domett (1754-1828), who was captain of the Royal George at the Glorious First of June.

WAS THIS THE 'GLASS CASE' SHOVEL?

Regarding Lord Amptill's letter in the October issue of "Navy News," and headed "Shovel in a Glass Case," I think this may be the same shovel which was presented to one of our destroyer escort H.M.S. Partridge.

At the time, early 1917 or late 1916, I was serving in

H.M.S. St. Vincent, Fourth B.S. (Capt. W. W. Fisher.)

The destroyer happened to berth alongside as was the custom. We had either just completed coaling or were about to start.

There was much good-natured banter between the two ships' companies, and to cement the friendship we presented them with a coal shovel. "Lest we forget," and this they afterwards kept displayed on the front of their bridge.

But what would Warspite know of coaling ship?

J. C. T. Beale
(late P.T. 51510, C.O.)
Canvey Island, Essex.

Ran a 'book' on coaling ship

Lord Amptill is hardly accurate in saying that the Fifth Battle Squadron escaped the "chore" of coaling.

If my memory serves me correctly, my old ship Barham could bunker about 700 tons for the use of pickets boats, galley, etc., so the crew were not deprived of this pleasure.

I well remember one or two of the old hands running a "book" on the coaling of the Fleet. Flags and pennants recorded tonnage per hour, and the gambling atmosphere was as exciting as any racecourse.

Re the "photo firms of the old Navy," RPO Sadler was our photographer, and had permission to sell prints at 4d. each.

One I have left is of a German admiral being received on our quarterdeck to discuss arrangements for the German Fleet surrender. Our captain did not return the German

salute—much to our satisfaction.

W. Terry
(ex-AB)
Kempston, Beds.

The parson had to join in

I am one of the old salts (aged 84) who can well remember the competitions among ships of the Fleet.

Coal ship no doubt was hard graft, and yet when competing we all enjoyed it. Mind you everyone in the ship's company was in it, including the parson, and he worked as hard as anyone.

Generally our ship, H.M.S. Implacable, was the smartest up the Straits in the years 1901-04, and I am sure it was a record when we took in 550 tons of coal per hour.

This was shovelled into 2 cwt. sacks, stropped in tens, and hoisted from the collier.

C. W. Fleet
London, N.2

Kept log of Navy evolutions

Being an ardent reader of "Navy News," Lord Amptill's letter held special interest for me.

My father, long since deceased, as a Master-at-Arms kept a record of many evolutions carried out by naval ships, such as coaling, out-and-in torpedo nets, out-and-in sheet anchor, spread awnings, clear for action, etc.

My father was pensioned in 1910, but recalled in 1914. Present at the Battle of the Falkland Isles, he was brought home wounded and died at Devonport.

C. W. Codner
Hartlepool, Co. Durham.

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'FREE BEER ON FOC'SLE' WAS THE PIPE



Hamburg's welcome to the carrier Hermes

As part of the welcome when H.M.S. Hermes visited Hamburg from October 6 to 10, the Edelweiss Bar on the keeperbahn presented the ship's company with 200 beer mugs and a large barrel of beer. Sampling the beer in the company of one of the barmaid's from the club, and a group of junior rates, is PO(E) Dave Couzens, of Plymouth.

On the top right, twin brothers Brian and James Loveday, both naval air mechanics, get sightseeing advice from German policewomen.

The third picture is of NAM David Witson, of Carlisle (extreme left) and M(E)I Dennis Mason, of Newton, Derbyshire (centre) helping to entertain some of the thousands of visitors to Hermes. The German on the right is wearing a borrowed Hermes cap.



A LONG ASSOCIATION

Westland helicopters are to-day playing a vital role in Royal Navy operations, thereby continuing an association which began as far back as World War 1.

Their use includes: Anti-submarine warfare, Air/Sea rescue, Medical evacuation, Plane-guard, Troop transport and supply from Commando ships and shore bases.



'Wasp' about to take-off on an anti-submarine mission from its 37ft. x 22ft. operating platform on the frigate H.M.S. 'Nubian'.



Twin-engine 'Wessex 5' troop transports prepare for take-off from the flight deck of the Commando ship H.M.S. 'Albion'.



'Wessex 1' transports at a forward landing site in Malaysian North Borneo, during operations against Indonesian terrorists.



'Wessex 1' about to 'dunk' its Sonar underwater detection equipment during an anti-submarine patrol.

Protector off again

The oldest seagoing ship in commission in the Royal Navy, H.M.S. Protector, the ice patrol ship, sailed again for the Antarctic on October 27.

The ship will be away six-and-a-half months. She is expected to arrive at Port Stanley in the Falkland Islands on December 7, and after patrols and scientific work in the South Orkneys area, will be back in Port Stanley for Christmas and the New Year.

The second phase of her operations will be a large survey of Cape Cater Peninsula, and the third part will consist of seismic work in conjunction with the Research Ship Shackleton in the South Orkneys area. With the Governor of the Islands embarked she will also tour the Falkland Islands.

VIA CARIBBEAN

When the ship is due to return to the United Kingdom she will sail up the west coast of South America and through the Caribbean.

H.M.S. Protector is commanded by Capt. S. R. Sandford, R.N., who joined the Royal Navy in 1939.

R.N.R. CELEBRATION

To mark the anniversary of the Battle of Trafalgar, the Solent Division of the Royal Naval Reserve held a special function — "Trafalgar Night with H.M.S. Wessex"—at the Civic Centre Guildhall, Southampton, on October 21.



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NAVY NEWS
November, 1966

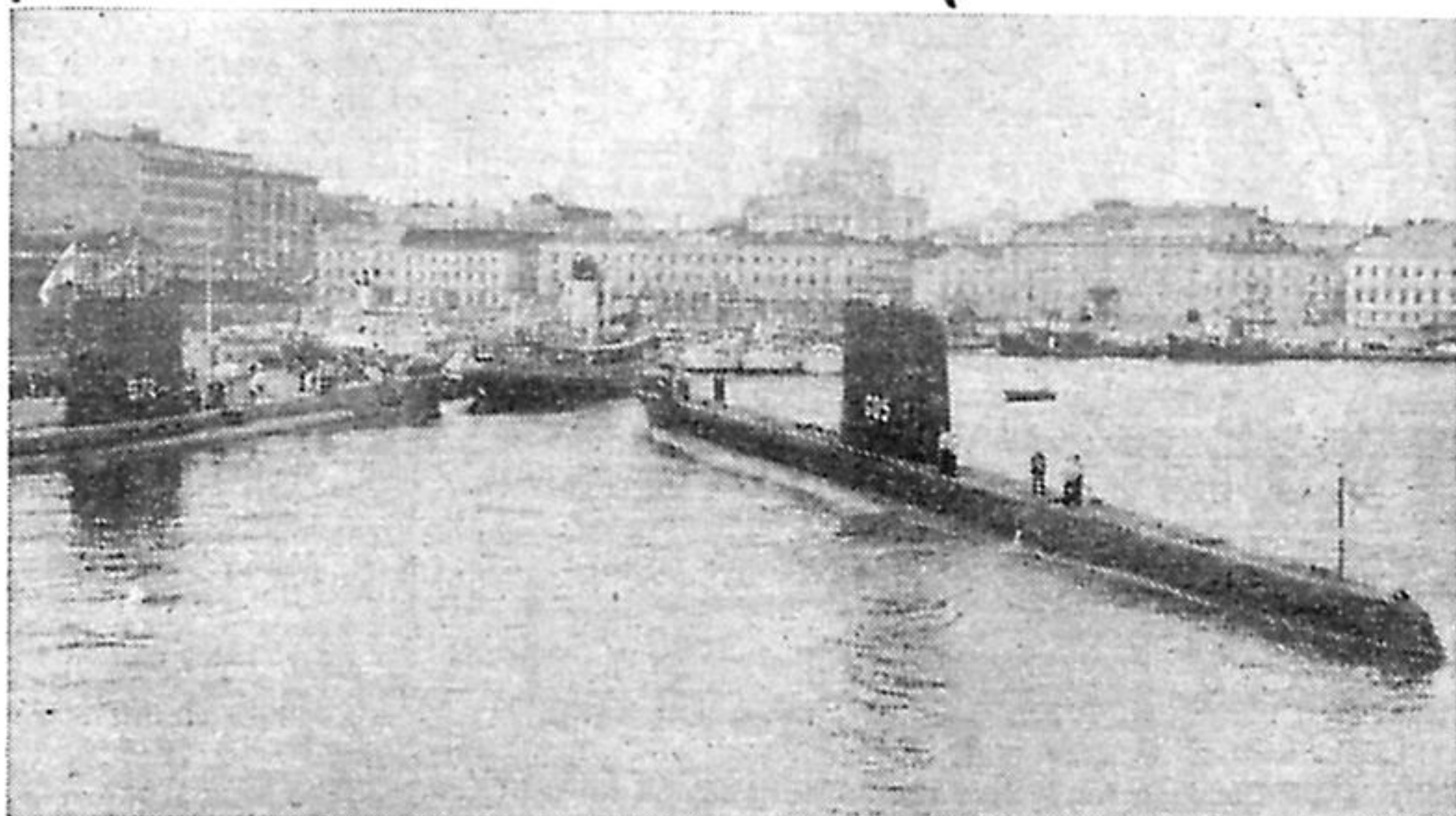


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On goodwill mission

When the Commander-in-Chief, Home Fleet (Admiral Sir John Frewen) visited Baltic ports, three submarines called at Helsinki. In the picture are Finwhale (right) and Aeneas. Truncheon was also there



THE 'BUSH' CELEBRATES COMING OF AGE

Known from birth with varying degrees of affection as "the Bush," H.M.S. Ambush, an "A" class submarine at present undergoing refit in Singapore dockyard, came of age on September 24.

To mark the occasion, a bush was planted in the dockyard by Capt. K. H. Martin, Captain of the Seventh Submarine Squadron, with the hope that it would

enjoy as long and happy a life as the black cigar-shaped one.

The birthday cake was cut by LM(E) John Sheppard, of Canterbury, the youngest member of the ship's company. He is just 59 days' older than his ship.

By September 28 the ship's

company felt that H.M.S. Ambush's 21st birthday had been well and truly celebrated, after a brewery run, dance, water-borne banyan, and extensive sporting programme.

Ambush was launched at Vickers Armstrong's Barrow-in-Furness yard on September 24, 1945. From laying down to launch had taken only four months under wartime emergency conditions, but when peace came completion was delayed.

The submarine was eventually accepted from Vickers and commissioned on July 22, 1947, by Lieut.-Cdr. (now Capt. ret.) G. E. Hunt, one of the aces of the Royal Navy's Second World War submarine force.

In 1958, Ambush emerged from Chatham Dockyard after extensive modernisation.

Forth Chaplain married

The Chaplain of H.M.S. Forth, the Rev. Peter Woodhall, was married to Miss Geraldine Cowper Mann in St. Peter's Church, H.M. Naval Base, Singapore, on October 5.

The son of Mr. and Mrs. D. Woodhall, of 17 Howard Street, Penrith (Cumberland), Peter met his bride when attached to St. Paul's Church, Estoril, near Lisbon, before joining the Service.

Reunion at Fort Blockhouse

When more than 400 Old Submariners met at Fort Blockhouse on October 15 for their annual reunion, the last time that five of them had been to-



LM(E) John Sheppard cuts the H.M.S. Ambush birthday cake

gether was in the Bay of Naples. Their ship, H.M.S. Splendid, had just been sunk by the German destroyer Hermes.

The Rev. Peter Woodhall and his bride, Miss Geraldine Mann

The five were James Rae, Stanley Paine, Albert Saunders, Harold Dimsdale and Edward Worthington, and what really made their day was that their former captain, who, like them, was taken a prisoner of war, was Rear-Admiral I. L. M. McGeoch, the Flag Officer Submarines.

The submarine Splendid had destroyed 63,268 tons of enemy shipping before she was sunk. The Submarine Old Comrades' Association Efficiency Shield, awarded annually on the recommendation of the Captain, First Submarine Squadron, was won this year by H.M.S. Finwhale, and the members of the Association saw their president, Vice-Admiral Sir Sydney M. Raw, present it to Lieut.-Cdr. C. J. Ringrose Voase, the commanding officer of the submarine.

According to the famous advertisement, "one degree under" is grim enough, but Mr. J. P. W. Mallalieu, the Navy Minister, has on his mind submariners who were something like 150 degrees under.

When he was being questioned at a London press conference about the possibility of reducing naval forces in the Far East now that confrontation is over, he went on to say that there was one withdrawal he would very much like to make—that of "A" class submarines from hot climates.

He was shocked to learn that men aboard Astute, engaged in a remarkable piece of self-maintenance, had worked in 150 degrees of heat.

"It just isn't good enough," he said, though they all realised the problem of replacement.

Additional air conditioning of sorts was a help in these vessels, but "they hadn't got it quite right yet."

H.M.S. Astute went from Plymouth to Bahrain without there being time to be equipped with the additional air conditioning used aboard the submarines of the Seventh Squadron at Singapore.

Honoured



ERA (1) John Sheriff



Ch M(E) Donald Jones

At a ceremony at H.M.S. Dolphin, Gosport, British Empire Medals were presented to Engine Room Artificer (1st class) John George Sheriff, and Chief Engineering Mechanic Donald Francis Clyde Jones.

In the case of Chief Sheriff, the citation recalled the repairs at Bahrain to H.M.S. Astute. "Without his superb physical fitness, outstanding stamina, and absolute determination, the job might never have been completed."

Chief Jones got his award for his service in the first nuclear submarine Dreadnought.

H.M.S. Victory

Building, Restoration and Repair

By Arthur Bugler, O.B.E.

Nelson's grand old flagship, built in H.M. Dockyard, Chatham, has become the jewel of the premier naval port of the Commonwealth. This is a detailed account of the building of the ship, of her permanent docking in 1922; of the fight against death-watch beetle and of her very extensive restoration and reconstruction. Fifty-six half-tone plates, 28 line drawings plus 14 in a separate case. 160s. (166s.)

The Dress of Naval Officers

Officers of the Royal Navy wore no uniform until 1748. In this year it was introduced for the first time following a submission by the Navy Club. There have been many changes since then, and this National Maritime Museum book gives a chronological account of them and illustrates some of the more interesting ones. 7s. 6d. (8s. 1d.)

Oar Maces of Admiralty

These maces are symbols of Admiralty jurisdiction over estuaries and coastal waters. The present booklet is published to commemorate a special exhibition of all the maces that are known to exist held at the National Maritime Museum in July, 1966. It contains an introduction on the history of oar maces and a note by Charles Oman on their significance as goldsmiths' work. Illustrated. 8s. 6d. (9s.)

Flying in The Royal Navy 1914-1964

This picture book illustrates and supplements a special exhibition held in the National Maritime Museum in 1964 to mark the fiftieth birthday of naval aviation. The photographs mostly relate to the two world wars when the story was at its most exciting and technical development at its fastest. 5s. (5s. 6d.)

Prices in brackets include postage

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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

A survival of faith

Less than a year ago, only a super-optimist could have imagined that today there would be a queue of top-quality young men trying to get into the Fleet Air Arm. The Defence White Paper's carrier decision was seen as the political severing of an artery, and bound to lead to the Fleet Air Arm's lifeblood draining away. Quick collapse would not have surprised anybody.

Bending backwards attained record agility in the efforts to sustain morale so that the apparently impossible proposition of a 10-year commitment and a run-down could somehow be reconciled in the same breath. That success appears likely of attainment is rather less a belief in the policy than a disclosure of inner strength.

It has been claimed that the carrier decision affected the Fleet Air Arm less than the rest of the Navy, and the latest report on the situation seems to bear this out. There has been no avalanche of resignations, and new-entry support is astonishingly high. To ascribe the Fleet Air Arm's belief in itself to the vain hope of a political miracle is rather too simple an explanation for a complex situation.

Taranto eve

Without going too deeply into the suggested alternative to the carrier, no one would deny the comforting addition to a naval presence of high-performance aircraft, and there seems every reason to believe that they may still be with the Navy for many a year, though doubtless developed to operate from less-expensive platforms.

The combination of scientific achievement, and the requirement for British world influence in association with her allies, presents a picture by no means unfavourable to the Fleet Air Arm's sphere of usefulness. The eve of the Battle of Taranto anniversary is an appropriate moment to pay tribute to a remarkable survival of faith.



"Opposition group from the Victory, sir. They claim that what was good enough for Nelson should still be good for us!"

The 'war' nobody knew about

Because so few people in the United Kingdom seem aware of the war that has just ended, Mr. J. P. W. Mallieu, the Navy Minister, called a Press conference to pay tribute to the Royal Navy for the splendid way in which it had borne the strain and responsibility for nearly four years.

He was referring to confrontation, an undeclared war, and "one of the most extraordinary military operations in history."

Because Britain had been helping Malaysia to prevent infiltrators from Indonesia getting through, it had not been possible to "blow our own trumpets," but now that that situation had ended, it was time to make some mention of the officers and men who had been engaged in the operations.

Guns trained

Young officers commanding small coastal minesweepers had been faced with terrific responsibility, on occasions coming up against Indonesian fast patrol boats with guns trained.

If they took no action they risked being blown out of the water, and if they opened fire there was the danger of escalating the war into something more widespread.

In such delicate situations as these the Navy had behaved splendidly, and with great success.

Many other hazards included the Indonesian habit of send-

MINISTER PAYS HIS TRIBUTES

ing in boats loaded with explosive—any sampan could be a floating time bomb.

Infiltrators also carried explosives concealed on their persons, and searching had to be carried on with great care.

"There was never a dull moment," smiled the Minister as he went on to tell the story of a CMS which was heavily fired upon while out on patrol.

Bullets riddled the wardroom pantry, in which a Chinese steward remained passively throughout the incident.

On being told afterwards, "I must have given you a nasty fright," he replied quite cheerfully. "Oh no. I knew it was just practice."

Mr. Mallieu emphasised just what "patrols" had meant—two days out for every one in port.

"That is even worse than the activity of declared war," he said, "and has involved tremendous personal strain."

The Commando forces and helicopter crews had been flying long hours carrying troops, stores and machinery, and as "local ambassadors" had been able to achieve a remarkable amount of social work in the building of schools, and in medical supplies and services.

High regard

So high was the regard for our men that infiltrators usually found the natives to be anything but friendly, and when the time came for withdrawal, there were lavish parties and tributes to the work which had been done.

The base had also done wonders. Their performance in keeping things going had been remarkable.

The Minister explained that he had travelled many many miles in the course of his duties, and had naturally heard quite a few "drips."

"In the Far East," he said,

"there were none whatsoever. There were no complaints about the efficiency of the base, none from single men living ashore about accommodation, and none from the wives who were out on accompanied service."

Singapore

The Minister said he faced many queries in Singapore about the British intention to stay there.

He could only repeat that he had no intention of leaving as long as Singapore wanted us to stay. There seemed to be no doubt about that.

"I must say," said Mr. Mallieu, "that nowhere else could provide the facilities that are available in Singapore. It is as nearly perfect a base as one could have."

The end of the war would not mean any massive withdrawal of naval forces from the Far East.

Some coastal minesweepers were on the way home, and perhaps 200 or 300 men, but no more than that was envisaged.

"Our resources have been

A CAMPAIGN MEDAL

One of the best ways to acknowledge the job of work that has been done over confrontation—this new name for war—would be the issue of a campaign medal. "Navy News" understands that the question is being actively considered.

terribly stretched," he explained, "and we are using the slack to take up some of the stretch."

Asked about nuclear submarines going to the Far East, Mr. Mallieu said that undoubtedly they would go, in order to test them in hot climates.

It was stressed that he was referring to fleet submarines, and not Polaris.

Summing up his impressions of the Navy in the Far East, Mr. Mallieu said the boys were in fine shape, adding:

"They have been working like hell and look like the cat's whiskers."

Navy task force on visit to Australia

After exercises with ships of the Royal Australian Navy and United States Navy, a task force of the Royal Navy is visiting Australian ports.

The aircraft carrier H.M.S. Victorious, with the guided-missile destroyer H.M.S. Hampshire, the frigates Arethusa, Leander and Cleopatra, the submarine Oberon, and the Royal Fleet Auxiliaries Tidepool, Tidespring, Resurgent and Reliant, berthed at Sydney on October 28.

The following day H.M.S. Kent, guided-missile destroyer, arrived at Melbourne, where she was later being joined by the Royal Fleet Auxiliary, Reliant. The Commando ship Bulwark will be at Brisbane until November 15.

Embarked in H.M.S. Bulwark will be elements of 3 Commando Brigade, including 42 Commando, Royal Marines, who will be exercising in the Shoalwater Bay area prior to the ship's arrival in Brisbane.

The Flag Officer, Second-in-Command Far East Fleet (Vice-Admiral C. P. Mills) was flying his flag in Victorious when she sailed into Sydney harbour.

During November the ships of the Royal Navy task force will visit Newcastle, Hobart, Adelaide, and Western Australian ports, including Fremantle, Albany and Geraldton.

Ark Royal refit

Arrester gear of a new type for the landing of Phantom aircraft will be among the work, totting up to £30,000,000, involved in the refit of the aircraft carrier Ark Royal, which paid off at Devonport on October 4.

The massive modernisation programme will last three years, and will also include conversion to a guided-missile ship, and the improvement of air conditioning and accommodation.

UNVEILING OF MEMORIAL

The memorial to Admiral of the Fleet Viscount Cunningham of Hyndhope, in course of erection in Trafalgar Square, will be unveiled on April 2, 1967—the Sunday nearest to the anniversary of Admiral Cunningham's famous victory at Cape Matapan in 1941.

H.M.S. Jupiter, 19th of the Leander class frigates, has been laid down at the Scotstoun (Glasgow) yard of Yarrow and Co. Ltd.



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Generally they are "leaders" and, knowing their particular jobs from A to Z, are regarded with something akin to affection, not only by their equals and juniors, but by their superiors as well.

In "Now, Hear This" (Peter Davies, London, 21s.), Rear-Admiral Daniel V. Galley, U.S. Navy (ret.), an Olympic wrestler, a naval aviator for 34 years, and who commanded the hunter-killer task group which captured the German submarine U-505 off the African coast in 1944, tells of "Fatso," a real "character," and several of his cronies.

The naval detail is authentic, and this amusing book will call to mind several who are "characters" in the Royal Navy. In *The Navies of the Second World War* series, Macdonald & Co. (Publishers) Ltd. (H. T. Lenton, 15s.) have followed up the two volumes on German submarines with two volumes on German surface vessels.

Volume I deals with the regular warships of the German Navy during the Second World War, and Volume II deals with some of the auxiliary units without which no fleet could operate.

Both volumes are plentifully illustrated—Volume I alone has 76 photographs and half a dozen scale drawings, and Volume II even more.

The author, in Volume I, states that, for the German Navy, the war started five years too early, and traces the building-up programme which would have produced, by 1944, "strong surface groups and a powerful submarine arm, with which depredations on British trade could be made on an unprecedented scale."

Full details of displacements, dimensions, machinery, armaments, complements, etc., are given, together with the builders, dates of launching, and the fate of each ship.

To the student of naval history, the volumes are of enormous value, and the casual reader will find much of considerable worth and interest.

The pilot of a modern service aircraft handles
more than the cost of a pre-1939 frigate

In training to be 'millionaires'

A CAREER IN AVIATION

Since he started flying at the Initial Flying Training School at Leuchars in 1937, Rear-Admiral Kirke has been almost continuously engaged in the aviation world.



Rear-Admiral D. W. Kirke

It is not surprising that so much time and care is devoted to the selection and training of a pilot. He must become the complete professional if he is to be entrusted with an aircraft costing more than a million pounds, the lives of his crew, and the safety of our shores.

VARIED TASKS OF THE NAVAL AIR STATIONS

This special Naval Flying Training Supplement has been prepared to show readers of "Navy News" something of the varied tasks of the naval air stations and the enormous training effort which is needed to provide a steady flow of highly-trained air-

by
**Rear-Admiral D. W.
Kirke**
Flag Officer Naval
Air Training

Life in the Fleet Air Arm is busy, whether afloat or ashore. The fact that our contribution to the defence of the country is described in the Defence White Paper as vital during the next decade means that we have an important responsibility to discharge.

crew, pilots, and observers, to man the modern aircraft in service in the front-line squadrons of the Fleet.

Each of the five naval air stations of the Naval Flying Training Sub Command has an important aircrew training task, which ranges from basic helicopter pilot training to operational crew training in each of the specialised roles the Fleet Air Arm is called upon to fulfil.

Aircrew training, essential as it is to the fighting efficiency of the Royal Navy, is of course only one of the many tasks, described in this supplement, which are carried out at the naval air stations.

October last year, he served as Commanding Officer, R.N. Air Station Lossiemouth, the Naval Air Strike Station.

He was promoted Acting Rear-Admiral and appointed Flag Officer Naval Flying Training to date, October 22, 1965, becoming confirmed in the rank on January 7, 1966.

Admiral Kirke is married and has two sons aged 29 and nine, and one daughter aged eight.

Whatever the long-term future brings, we are ready and determined to continue playing our part to support the main offensive arm of the Royal Navy.

THE POWER OF ONE BUCCANEER

Although the cost of a modern naval aircraft is enormous—about a million pounds—its striking power is in keeping with the price.

As an example, it was from Lossiemouth that 31 Royal Air Force Lancaster bombers, each with a 12,000 lb. bomb, flew to finish off the German battleship Tirpitz after she had been crippled in raids by miniature submarines and Fleet Air Arm aircraft.

The damage caused by the Lancasters could, today, be achieved by one Buccaneer.

The Royal Naval Air Station, Lossiemouth, built for the Royal Air Force in 1938, and used as an operational training unit for Bomber Command, was taken over by the Navy in 1946.

It has changed its role many times, and is now the home of the Buccaneer, the most advanced and sophisticated strike aircraft in operational service today.

Take off! A Buccaneer being
catapulted from H.M.S.
Victorious

FLEW WALRUS AIRCRAFT ON CONVOYS

Rear-Admiral David Walter Kirke entered the Royal Navy through Britannia Royal Navy College, Dartmouth, in 1928, being commissioned as a sub-lieutenant in 1936, after serving on the China Station.

He started flying at the Initial Flying Training School, Leuchars, in May, 1937, and since then he has been almost continuously engaged in the aviation world.

Promoted to lieutenant in 1938, he was serving as a pilot with 701 Squadron on the outbreak of the Second World War. This squadron was equipped with Walrus aircraft, and was operating from H.M.S. Albatross, off West Africa.

He saw further service with Walrus aircraft in 700 Squadron, spending two years in H.M.S. Nigeria with Russian convoys; and then, in August, 1942, took command of 887 Squadron (Sea-fire) and embarked in H.M.S. Unicorn.

After two years' service as Staff Operations Officer on the Staff of Flag Officer Naval Air Stations, he started the Junior Officers' Air Courses at R.N.A.S. Gosport.

He joined H.M.S. Glory in August, 1946, as Lieut.-Cdr. (Flying) and later as Air Group Commander, No. 16 Carrier Air Group.

For two years he was attached to the Royal Australian Navy at the Navy Office, Melbourne, with the Royal Navy group of officers lent to start the Australian Fleet Air Arm, returning to this country at the beginning of 1950 to become Commander (Air) and Executive Officer at Lee-on-Solent.

RECRUITING TOUR

From there he did a recruiting tour for the Chief of Naval Information, followed by two years in the Air Organisation and Training Division, Admiralty.

In 1954, Admiral Kirke was appointed as Commander (Air) for the last commission of the Illustrious, followed by the Joint Services Staff College, from which he went to N.A.T.O. as Staff Officer Intelligence to Cincnorth, in Oslo, until 1956, when he was promoted to Captain.

He served in Admiralty as a Director of the Air Organisation and Training Division before becoming, in 1959, Chief of Naval Aviation in India, where he served for three years, during which the Indian Carrier Vikrant and her squadrons commissioned and joined the Indian Navy at Bombay.

From the end of 1962 to

Importance of the helicopter

"The rotary wing element of the Fleet Air Arm will continue as a most important component of the fleet, and by 1975 is expected to have increased so that it requires about half of the present total numbers of Fleet Air Arm personnel."

—NAVAL GENERAL
MESSAGE OF
OF FEBRUARY 21,
1966



VARIED FUNCTIONS OF FLEET AIR ARM'S YEOVILTON BASE

'FRONT - LINE' SCHOOL



Station flight serviced 3,000 planes in year

R.N. Air Station, Yeovilton, the Fleet Air Arm's Fighter School, H.M.S. Heron, has many and varied functions, but its main duty is to train pilots and observers for the Sea Vixen squadrons of the Fleet.

The two-seater all-weather fighter in carriers primarily designed for defensive purposes, but the Sea Vixen can also be used to attack ship or land targets, and can carry a variety of weapons, ranging from two-inch rockets to a nuclear bomb.

The training of pilots and observers for such a complex and sophisticated aircraft is of paramount importance, and at Yeovilton the aircrews, having finished their basic and advanced flying training at Linton-on-Ouse and R.N. Air Station, Brawdy, respectively, undergo an intensive course of day and night flying.

For the experienced pilot will come the P

craft, and serviced more than 1,600 visitors.

At Yeovilton, too, is the Aircraft Direction Centre, which trains direction officers.

Another important work at the Station is the Junior Officers' Air Course, which provides an air course for General List sub-lieutenants during their fourth year of training.

H.M.S. Heron is also the "flagship" of the Flag Officer Naval Flying Training, and so that he and his staff can get around his diversified command — Yeovilton, Lossiemouth, Culdrose, Portland and Brawdy — he has two aircraft at his disposal.

There are a Sea Prince—the Admiral's "barge"—and a Vampire, both maintained by the Station Flight.

The Admiral is also responsible for the operation of the Naval Flying Standards Flight which, as its name implies, deals with instrument grading, standardisation, and trials and training, of both fixed and rotary winged aircraft. It is also responsible for flying standards throughout the Service.

THE MUSEUM

On the occasion of the Fleet Air Arm Review on May 28, 1964, to mark 50 years of naval flying, the Fleet Air Arm Museum was opened by the Duke of Edinburgh.

The museum, with its several aircraft, including a Swordfish in pride of place, models, photographs, etc., has proved extremely popular.

In 1964 the number of visitors was over 35,000, and when it closed down for the winter months this year the total exceeded 42,000.

'GRAND P

After negotiating the hurdles and pitfalls of selection tests, day and night flying checks, and ground school examinations, over a period of 18 months, and having been awarded his "wings" by the Royal Air Force on completion of his basic training at Linton, it may be thought that the young aircrew officer arriving at R.N. Air Station, Brawdy, is entitled to consider himself "home and dry."

Nothing could be further from the truth. He now has, in most cases, an eight month period of exciting but very demanding flying training ahead of him—Advanced Flying Training on the Hunter trainer and single-seat Hunter GA11.

By some standards he is already a pilot, but he must now acquaint himself with the high performance of the modern strike/fighter aircraft.

Take-offs and landings at speeds of 140 knots; climbing on his tail to 40,000 feet in less time than he took to taxi to the end of the runway; navigation at 450 knots, 200 feet above the Welsh hills and valleys; battle tactics; formation flying—in fact, learning

Linton 'wings' the first step on ladder

Before a man, wishing to become a naval pilot, ever starts his basic training, he must have successfully completed aircrew selection tests, rigorous medical examinations, the Admiralty Interview Board and, where Supplementary List candidates are concerned, two hectic terms at Britannia Royal Naval College, Dartmouth, where they are turned into embryo naval officers.

Having completed these hazards—and all except the Fleet Entry Officer has done up to 10 hours flying grading in Tiger Moths, where those hopelessly unsuited to flying are weeded out—the future pilot is sent to R.A.F. Linton-on-Ouse, the No. 1 Flying Training School, to commence basic flying training.

For the embryo pilot the course is full of hurdles and pitfalls, but these are all surmountable.

A close eye is kept on each individual at all stages of progress, and all assistance given to those who are prepared to work for the final achievement.

This comes at the end of the course when "wings" are presented to the fixed wing passing-out course by the reviewing officer.

But this only entitles them to set foot on the bottom rung of a steep ladder, which will eventually lead them through the most exacting but satisfying flying career.

THE TRAINEES

Age, seniority, and experience among the trainees vary considerably. All must have at least five "O" levels in G.C.E., but there are some that join up with five "A" levels and, in some cases, have done two years at a university.

There are General List Fleet Entry Officers who have just obtained their watchkeeping certificates at sea, or engineering qualifications at Manadon. There may also be Royal Marine officers carrying out initial training before flying

the helicopter in the commando role.

The Supplementary List officer may join between the ages of 17 and 26, some coming straight from school, and others from a variety of jobs.

Two courses are run concurrently at Linton, the fixed-wing pilot does a 44-week course on the Jet Provost, Marks III and IV, flying approximately 160 hours, while the helicopter specialist flies 75 hours during a period of 18 weeks in the Chipmunk, before

going to R.N. Air Station, Culdrose, to reach "wings" standard on helicopters.

GROUND SCHOOL WORK

In step with the flying course, a comprehensive Ground School syllabus covers all the academic and technical aspects the student aviator needs.

The majority of the staff at Linton belong to the Royal Air Force, but there is a Naval Element of 14 officers and 10 ratings. Of the officers 10 are qualified flying instructors.

ALL-WEATHER FIGHTER

Out from the clouds comes a Sea Vixen Mk. I, two-seater all-weather fighter, for which pilots and observers are trained at Yeovilton.

AIR COURSES FOR JUNIORS

Junior Officers' Air Courses, carried out at Yeovilton, vary from only a day for new entry officers to a month for sub-lieutenants. Last year 525 officers attended the various courses.

Students watch films, attend lectures and receive practical instruction on naval aviation, and gain flying experience—Hunters and Sea Venoms being used.



READY TO GO

Observer, student and instructor preparing for a flight at Lossiemouth

Eyes, ears and 'fist' of Fleet

A NEW 'LOSSIE'

R.N. Air Station, Lossiemouth, is the "home" of the Buccaneer, the Navy's strike aircraft, designed for sustained flight at near-sonic speed at sea level.

Squadrons of these aircraft are embarked from Lossiemouth in every strike carrier, providing the eyes, ears, and "fist" of the Fleet.

Permanently based at the station is 736 Squadron, which not only has the task of training Buccaneer aircrew, but takes all the radio, electrical, and ordnance personnel after their basic courses, and gives them the experience they require to look after these complex aircraft.

Two other squadrons are permanently stationed at Lossiemouth. There is 746 Squadron, with Hunter aircraft, responsible for training all the Fleet Air Arm weapon delivery experts, and 750 Squadron, with Sea

Prince aircraft, who fly the Observer School students.

Now that the Navy's last single-seater aircraft—the Scimitar—has been withdrawn from operational service, and due to the complexity of modern aircraft systems, there will be an observer as aircrewman in every operational aircraft.

The Observer School, recently removed from Malta, finds a continuous stream of midshipmen and sub-lieutenants taking their first steps in air navigation, and in the operation of the complex airborne electronic equipment.

Another unit based at Lossiemouth is "The School of Photography and Aerial Reconnaissance." Not only the Navy's 160 photographers are trained there, but also all those of the Army and Royal Marines.

Because of the prevailing good weather and modern radio and radar aids, Lossiemouth has been chosen as the most northerly Master Diversion airfield.

This means it is open, day and night, to help or, if necessary, land any aircraft in distress or diversion from another airfield, usually due to bad weather, and this must be done even if Lossiemouth's weather is firmly "on the deck."

SEEING 100 MILES

To achieve this there is an array of radar equipment able to "see" an aircraft south of Edinburgh, over 100 miles away, and carefully and accurately direct it right on to the runway without the pilot seeing anything until the last moment.

In the last three years a £3 million modernisation programme has changed Lossiemouth from a collection of wooden huts to one of the finest bases in the country. By the end of the year all junior rates and Wrens will be in first-class accommodation.

The chief and petty officers' mess should be finished by next March and, with the new wardroom opened by Princess Alexandra last year, this means all personnel will have been rehoused.

BOWLING ALLEY

Hangars have been modernised, new heating installed, road system improved, and new workshops and offices built. When the sick bay is finished there will be no side of the station left untouched.

FALCONS WIN 'BATTLE'

Sea-birds which had been costing the Navy thousands of pounds in damaged aircraft have been driven from the R.N.A.S. Lossiemouth, by the station's squadron of six falcons.

The experiment began 15 months ago in an effort to combat the huge flocks of birds which swarmed on the concrete runways in the way of Buccaneer squadrons. Each time birds were sucked into the jet engines, repairs cost an average of £6,000.

Then the falcons were suggested. Two petty officers were trained, and when their "pets" were released, the sea-birds squawked off in fright. Daily doses has now reduced the population to a few stragglers.

A recreation hangar and a new £20,000 10-pin bowling alley provide indoor facilities for sporting enthusiasts, while the thriving Fulmar Club provides entertainment three to four nights a week.

Outside the base, naval families live in the towns of Elgin and Lossiemouth. A total of 690 married quarters and 81 hirings mean that the waiting list for quarters is short, and when the building programme is completed it should disappear.

Sandy beaches, and straight, almost empty, roads, combined with fishing, shooting, sailing, and incomparable scenery are available close at hand.



Choppers always 'at the ready'

The helicopter is an ideal means of effecting search and rescue, for it can be manoeuvred into positions which would be inaccessible to any other machine or vehicle, and rescue can be made by winch.

Two Whirlwind Mark 7 helicopters provide these facilities at Culdrose and, so far this year, have carried out more than 30 search or rescue flights.

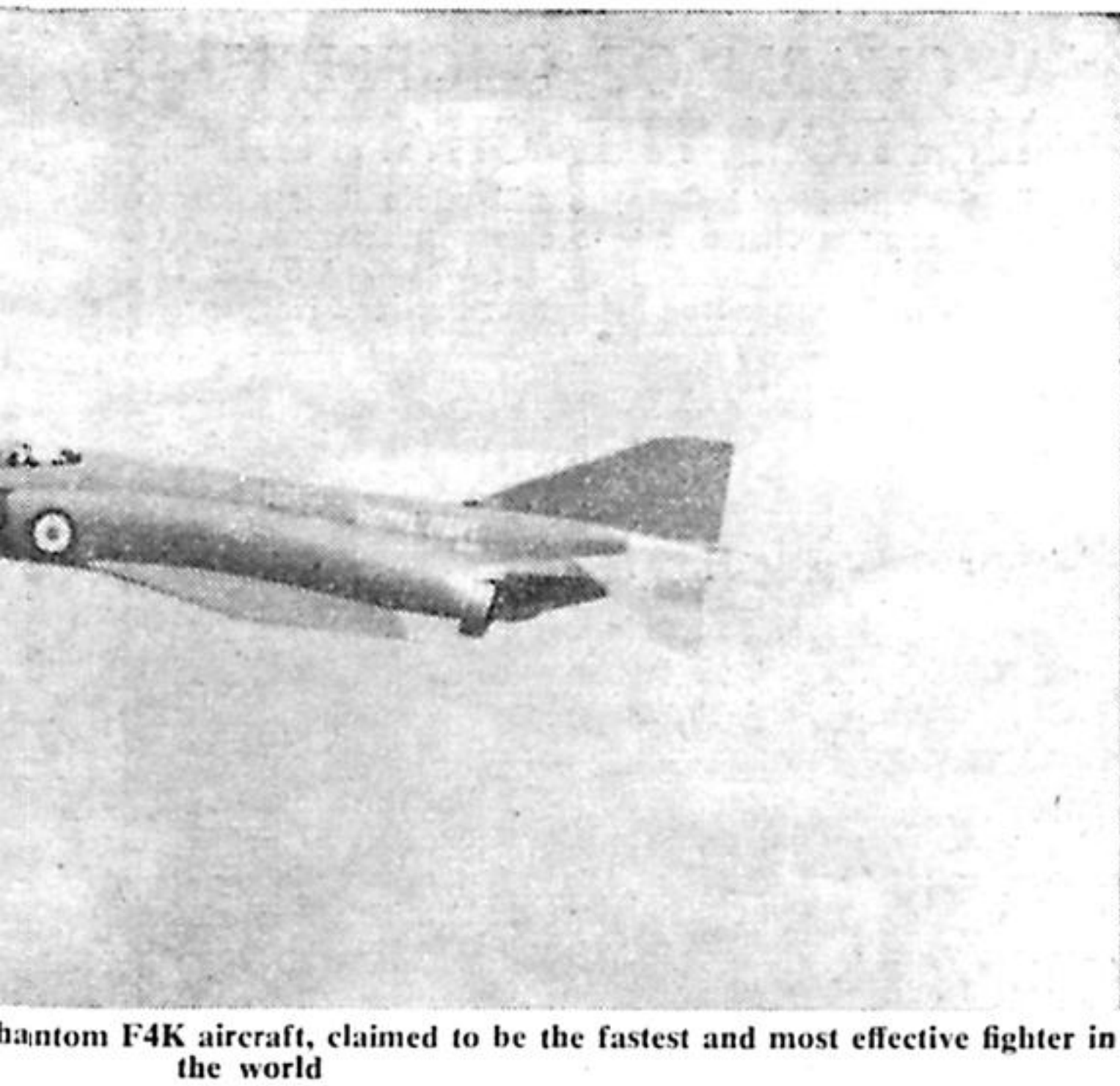
These have been made up from 17 aircraft emergencies, of which four resulted in forced landings, and the other 13 have been happily resolved, nine swimmers, four boats, one diver, and one boy from a cliff.

Within a minute or two of the notification of an emergency, the helicopter is airborne, with a doctor, and on its way to the trouble spot.

In the event of a large-scale search or emergency, assistance is not restricted to the two Whirlwinds, and the services of the training squadrons are called for.

DARWIN SEARCH

Wessex aircraft of 845 Squadron played a considerable part in the search for the Darwin, the pleasure boat lost with all 31 passengers off Cornwall in August, and earlier this year, with 707 Squadron, winched off the captain and several members of the crew of the German S.S. Kremser a few hours before the ship capsized.

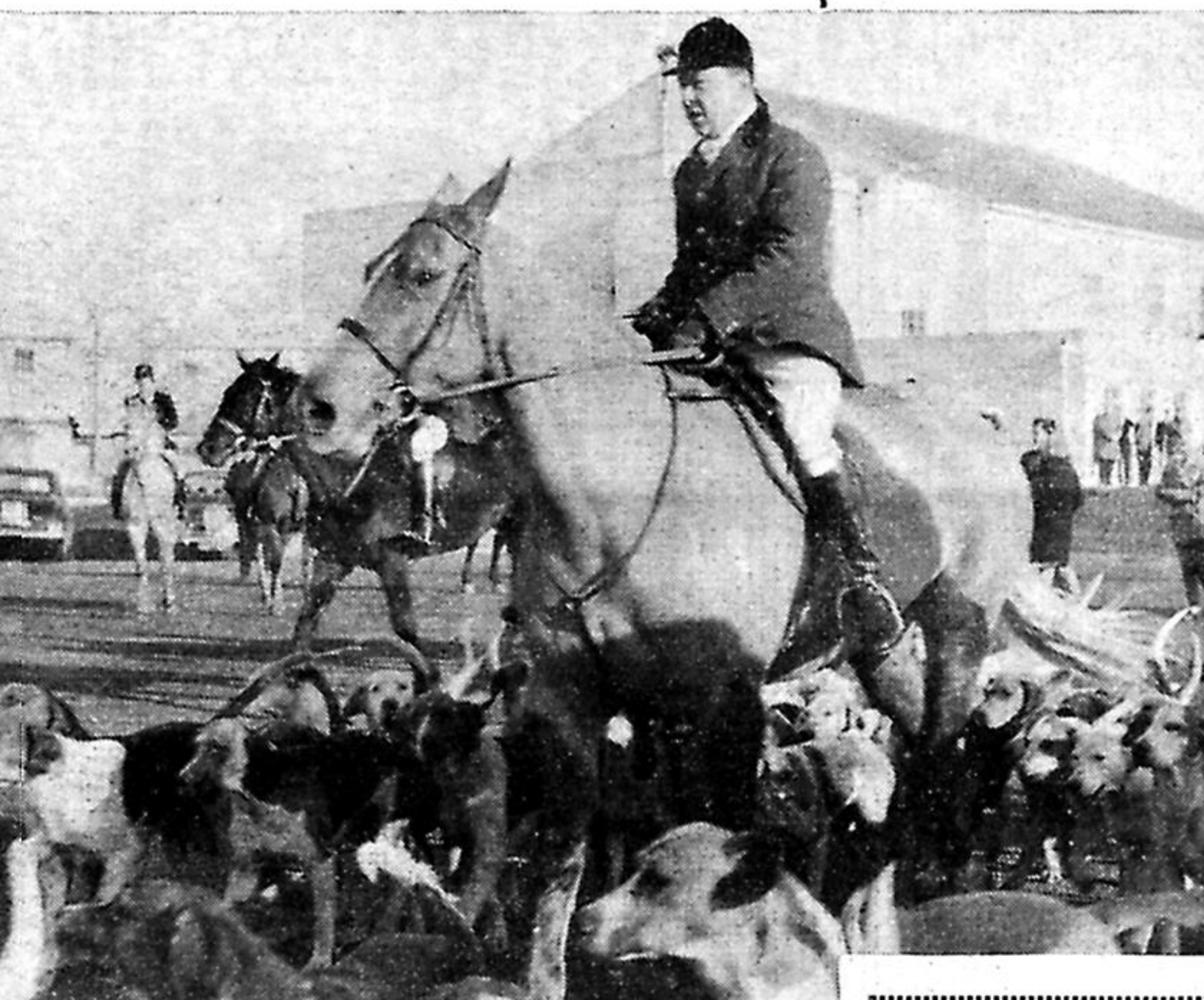


Phantom F4K aircraft, claimed to be the fastest and most effective fighter in the world

AND HOW DID HE GET HERE?

Simply—to illustrate the enormous range of recreational interests available in the Royal Navy today. The Saddle Club at R.N.A.S., Culdrose, attends

Cury Hunt meets, and other interests catered for include sailing, sub-aqua activities, gliding, golf, and all sports—all at costs ridiculously low by civilian standards.



'GRAND PRIX' TRAINING AT BRAWDY

The basics of all the skills that will make him part of his aircraft, and enable him to use it as the very powerful weapon that the modern aircraft can be.

That is the function of R.N. Air Station, Brawdy.

LONG COURSE

The strike fighter course lasts eight months, and gives the pilot 40 hours of Hunter flying to swell his log of experience.

The first four months are spent flying the trainer. The step from the jet Provost used at Linton to the Hunter is a big one for the student, like going from the family saloon after just passing the driving test, to trying to emulate a Grand Prix driver.

His instructor introduces him slowly and carefully to the complexities of his new aircraft and more complicated procedures, encouraging him to "flex his wings" as it were, in the expanding performance envelope.

WEAPON DELIVERY

After four months of this he can fly the Hunter safely, but a service

pilot is no good if he cannot fight, defend himself and his colleagues, navigate with an accuracy measured in yards and seconds and deliver a devastating load of rockets or bombs on the enemy.

The next four months, spent flying the single-seat Hunters, are devoted to teaching students to become skilled in weapon delivery.

Battle formations and tactics become more and more complicated, with instructors employing all their skills to simulate attacks on him from all quarters, testing the sharpness and reliability of his reactions.

Navigation and tactical reconnaissance continue apace and, all the time, progress is assessed and marked.

It is indeed an achievement for a young man to complete his training this far—he is now well on the way to becoming the complete professional.

There is still, however, his appointment to the Vixen, Buccaneer, or Gannet Conversion Units, with many more hours of training before that "first deck landing."

He may be a pilot, but he is not a naval pilot until he takes his operational aircraft to the flight deck in his first front-line squadron:

Expedition training is encouraged throughout the Service and in all parts of the world, bringing an exciting change from routine duties. These "explorers" are from Culdrose



ENORMOUS VALUE OF AIR STATION TO TRAINING COMMAND

Portland's 'buzzing' activity

IDEALLY SITUATED FOR THE WORK-UP AREAS

To many people, Portland is a lighthouse on a large lump of rock, which is connected to the mainland by a geological phenomenon called the Chesil Bank. However visitors approaching from the mainland soon notice that the place is literally "buzzing" with activity.

To explain why the Helicopter Station was established here, it is necessary to go back about 10 years to the time when a decision was taken to equip all Fleet Air Arm anti-submarine squadrons with helicopters, and phase out the A.S.W. Gannets.

This created the need for an air station adjacent to areas where ships and submarines were operating regularly, and also where the exercise areas were relatively close because helicopters are not noted for long endurance.

A.S.W. TRAINING

Portland fitted these requirements well.

The Flag Officer Sea Training organisation, which is responsible for working-up all naval ships except carriers, has a continuous flow of destroyers and frigates requiring A.S.W. training, and consequently Flag Officer Submarines provides a regular supply of submarine targets.

It is true that the Portland sea areas are too shallow for advanced exercises, but this problem is solved by embarking

helicopters in H.M.S. Lofoten, which accompanies the work-up ships and submarines, when necessary, to the deep waters in the S.W. approaches.

In the early days the Portland training task was confined to the operational flying training of aircrew, i.e., pilots, observers, and U.C. aircrew (sonar operators) in the A.S.W. role.

This instruction is the responsibility of the Naval Air A/S School and its associate 737 Squadron, which is equipped currently with Wessex HAS Mk. 1 helicopters.

SEARCH AND RESCUE

In addition to the A.S.W. crew training, Portland is also the home of the F.A.A. Search and Rescue H.Q. Their main task is to train the rating aircrew in basic airmanship and S.A.R. techniques.

As a side-line this unit also provides the station rescue helicopter services.

These rescue operations are, of course, chicken-feed when compared with the effort made when "SMASHEX" is ordered.

This is the code-word for an exercise search for a missing submarine, and large numbers of helicopters are used to carry out a very detailed search around the submarine's likely position.

LARGEST IN F.A.A.

To complete the training picture—there is 829 Squadron based at Portland.

This squadron is relatively new, but it is already the largest in the F.A.A. because it is the "parent" of all the Wessex and Wasp helicopter flights based in County, Tribal and Leander class warships and survey ships of the Fleet.

The squadron is responsible for the training of the pilots and maintenance teams who form these pockets of aviation around the world.

This is necessary because the ship's helicopter is its long-range striking arm, and the helicopter must deliver its torpedoes or depth charges at the maximum possible range before the submarine even realises that he has been detected.

HIGH STANDARD

The maintenance team in these small ship flights must also be trained to a very high standard.

To conclude, R.N. Air Station, Portland, may seem small and insignificant alongside other F.A.A. bases, but its value to the training command is enormous, and there is every likelihood of it growing in both size and importance.



BUSY CULDROSE—HOME OF THE HELICOPTER NAVY

Near Helston, "that quaint old Cornish town," is R.N. Air Station, Culdrose, the largest and busiest of the naval air stations, and virtually the home of the helicopter navy.

Much of the work of the station is concerned with the training of young officers as helicopter pilots and, after operational service anywhere in the world, almost all of them return to Culdrose, either as flying instructors or as members of operational squadrons.

After basic officer training and the flying course at Linton-on-Ouse, the future helicopter pilot goes to Culdrose. His training at the R.N. Helicopter School is developed in two phases.

The first phase is an 18-week course of flying and ground instruction which takes the student to "wings" standard. It comprises both day and night flying in 705 Squadron, first in the Hiller, then in the Whirlwind.

Phase two is an Advanced Flying Training course, either as an anti-submarine or as a commando pilot. The A/S pilot spends 14 weeks in 706 Squadron learning to fly the gas-turbined Wessex, and then goes to Portland for 10 weeks Operation Flying Training before joining the fleet.

The commando pilot has nine weeks in 707 Squadron on the Wessex and then does his Operation Flying Training for 10 weeks, carrying out exercises with Royal Marine Commandos until he, too, emerges ready to join the fleet.

Even after every allowance has been made for the decline in the value of money it is shattering to realise that a modern military aeroplane costs

more than a pre-1939 frigate.

With this economic factor in mind it is not surprising that so

much time and care is devoted to the selection and training of pilots.



Exercise for 829 Squadron Sea/Air Rescue Flight, at Portland

TWO THOUSAND TO KEEP HELICOPTERS FLYING

As the years go by aircraft become increasingly complex, both mechanically and electrically, and require skilled and continuous maintenance and inspection.

Without a considerable staff of technical officers and ratings, the flying programme at Cul-

drose (or any other air station), would quickly grind to a halt.

The technical staff cannot do their job without the support of a large stores organisation which maintains a smooth and regular supply of aircraft stores.

Wide variety of sporting activities

With over 2,000 at Culdrose there must be a wide variety of sporting, social and cultural activities, and there are flourishing clubs for enthusiasts in sailing, under-water diving, gliding, golf, riding and amateur dramatics.

Families are permitted to take part in the activities of most of the clubs.

The Seahawk Sub-Aqua Club, to name one of the activities, has been in existence for eight years. The Cornish coast is a diver's paradise and offers an infinite variety of wrecks—old and new—and marine life from anemones to crawfish, exceptionally large crabs, and even sharks.

In the sporting field, Culdrose has this year won the Naval Air Command trophies for cross-country running, hockey, and cricket, and also provided the Wrens' squash and tennis naval champions. The cross-country runners provided 70 per cent. of the Cornwall team in the inter-counties championships, and last season the station's rugby XV was accepted into senior rugby for the first time.

Culdrose was well represented at the Naval Air Command rifle and revolver shooting at Brown-down, and the small-bore championship Fulmar Trophy was won by PO G. F. Green. He was a member of the Naval Air Command team at Bisley, and once again won a trophy—the George Shield.

SHE WANTED HER BED

As the "student" crews at R.N.A.S. Portland have to be ready in all respects to join the front-line squadrons in the carriers at the end of their training, great stress is laid on making them all-weather aviators by day and night.

Fortunately the night flying helicopters can normally avoid disturbing the local towns, but recently they did have one lady ring up the duty officer and ask, "Please can you tell me when I can go to bed."

It is more than likely that courting couples on Chesil Beach also, object to the sudden glare of a helicopter landing light, but for obvious reasons they don't voice their complaints.



BIG MOMENT

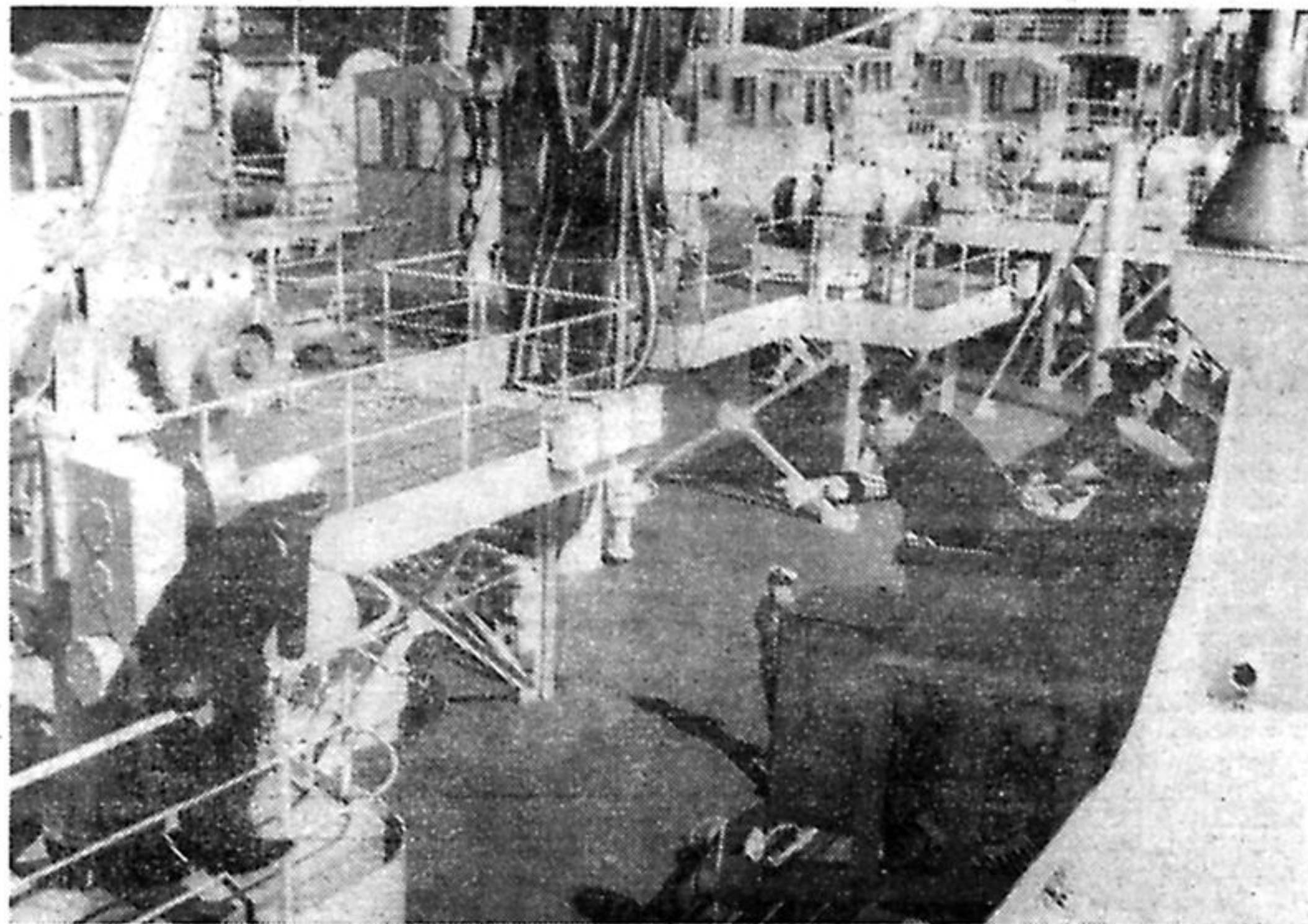
Capt. I. G. W. Robertson, R.N., presents wings to Sub-Lieut. T. H. Wheelodon, R.N., at Culdrose

NAVY 'BEHIND THE CURTAIN'



BALTIC VISIT

The guided-missile destroyer, H.M.S. Devonshire, crowded with visitors on the occasion of the goodwill visit to Leningrad. Helsinki and Gdynia were other ports of call by the ship, which was accompanied by the new Fleet Auxiliary Oleander. The C-in-C. Home Fleet (Admiral Sir John Frewen) was embarked in Devonshire.



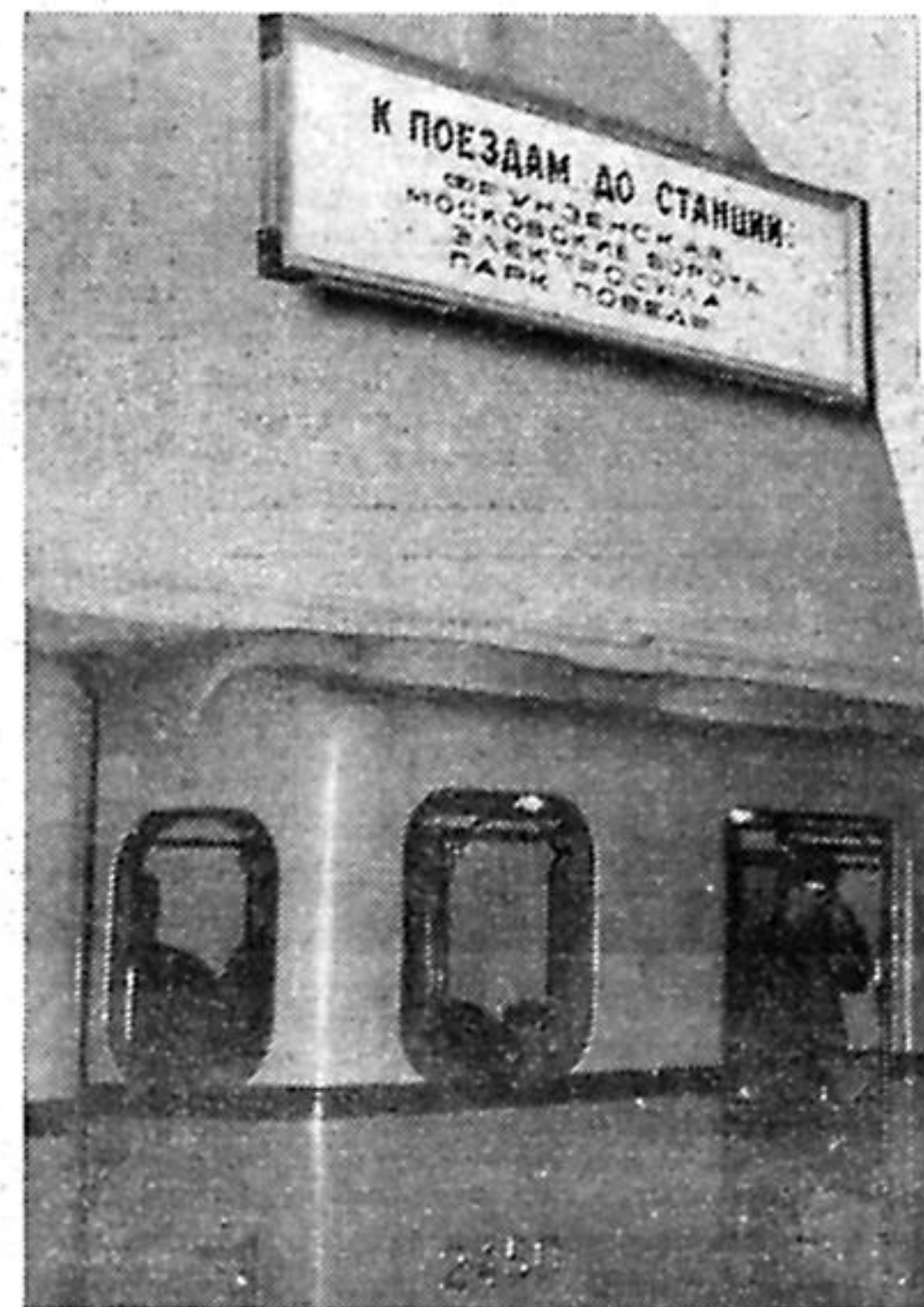
Not the angry exchange it looks

But an anxious moment, all the same, as, side by side and with little room between them, H.M.S. Devonshire and R.F.A. Oleander await the signal to emerge from a lock on the Kiel Canal. Devonshire's commanding officer (Capt. G. C. Leslie) discusses the situation with Capt. Ditchburn (left), master of the Oleander.



Smiling Russian interpreter-guide Olga links arms with AB Harry Pursey, from Somerset, when sailors from H.M.S. Devonshire visited the summer palace of Czar Peter the Great near Leningrad.

The language is a puzzle



"Where's that guide," LME John Bucknall, of Yorkshire, seems to say as he studies, without much success, an information board on the Leningrad Metro.

EXCHANGE TRIP BY RUSSIAN WARSHIP?

In speeches made while visiting Moscow, the Commander-in-Chief Home Fleet (Admiral Sir John Frewen) stressed the affinity between sailors of all nations.

After the British ships had left it was reported unofficially that a Russian warship would be calling at Portsmouth on a reciprocal goodwill visit.

ALL ABOARD—INSIDE A FOUNTAIN



Left: Men of H.M.S. Devonshire, with Russian sailors and local boys, crowd inside a fountain at the palace of Czar Peter the Great near Leningrad. Below: The senior Russian naval commander, Leningrad, Admiral Baykor, is welcomed aboard H.M.S. Devonshire.



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Capt. R. E. Roe, R.N.

Taranto dinner —Duke at Lee

On the eve of the 26th anniversary of Taranto, the Fleet Air Arm will hold its Taranto Night dinner on November 10 at H.M.S. Daedalus, and the guest of honour will be the Duke of Edinburgh.

Guests will include Vice-Admiral D. C. E. F. Gibson, Flag Officer Naval Air Command, and Vice-Admiral H. Janvrin, Deputy Chief of Naval Staff.

At Taranto, Swordfish aircraft smashed the Italian Fleet at anchor, and showed the value of air power over conventional surface ships.

SIXTH 'COUNTY' JOINS THE FLEET Glamorgan fights with aid of Ada

The sixth of the Navy's "County" guided missile destroyers, H.M.S. Glamorgan, arrived at Portsmouth last month, having been commissioned on October 14 at the Newcastle-on-Tyne shipyard of Messrs. Vickers-Armstrong.

She will spend some time at Portsmouth undergoing equipment and weapon trials. She is, however, expected to visit Cardiff from December 2 to 5.

Basically similar in external appearance to the first four guided missile destroyers—Devonshire, Hampshire, Kent and London—Glamorgan, and her sister ship, Fife, commissioned in May last, are fitted with a high degree of Action Information and Main Armament Control automation.

The system, known as "ADA" (Action Date Automation) involves placing a greater reliance in electronic equipment than ever before.

TIME SAVER

The time consuming methods of manual plotting and assessment used in previous systems have been very much reduced by ADA.

The main armament of the ship is the Seaslug Mark II sea-to-air missile. Fully automatic it is designed for engaging the fast, high-flying aircraft of the future. Another sea-to-air

missile, the Seacat, is provided for close-range self defence against aircraft.

For both close-range air defence and surface fire, Glamorgan has four radar-controlled 4.5-inch semi-automatic guns and, for anti-submarine operations the ship has the latest Sonar and carries a Wessex anti-submarine helicopter fitted with a dipping sonar and homing torpedoes.

Considerable attention has been paid to the accommodation and comfort of the ship's company. The messdecks have been attractively furnished and all living and working spaces are fully air-conditioned.

Every messdeck has a television receiver, a gift from well wishers in South Wales.

Lady Brecon, who launched the ship, was present at the commissioning ceremony, and presented a silver centrepiece for the wardroom table. The ship is commanded by Capt. R. E. Roe, R.N.



SURPRISE SURPRISE!

But they knew the photographer was there all the time at the commissioning of H.M.S. Glamorgan. Cutting the cake is Lady Brecon, who launched the ship, assisted by Master-at-Arms James Northern, of Fareham.

Design a poster and win money

Some readers may not have seen the recent Defence Council Instruction inviting entries for a Poster Competition.

From the entries submitted suitable posters will be selected to make more widely known the Staff Suggestions Scheme, and the generous awards that are made for ideas to improve efficiency, etc.

Entrants (Industrial and non-industrial civilians and Service personnel) have to draw or sketch the layout for a suitable Poster which can be displayed in Mess Rooms, Education Centres, Notice Boards in places of work and the like. A good poster catches the eye and makes an impression simply and quickly. You can win money for your entry, so if you have not yet done so read DCI (Gen) 67/66.

A prize of £15 will be awarded to the winning competitor. There are also other prizes. The closing date for entries is January 16, 1967.

While you are thinking up ideas for a poster why not send in that Staff Suggestion you have in mind? If it is really good you could get an award of up to £150.

From October 1 the Royal Marines Forces Volunteer Reserves' name was changed to the Royal Marines Reserve.

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THE KAMPONGS WILL MISS THE NAVY

Many people in remote villages in Borneo will miss the Royal Navy now that confrontation has ended, for not only have ships been constantly on the alert for terrorist infiltration, but they have provided material and medical assistance.

Mr. Hummel- Hummel

The Commanding Officer of H.M.S. Hermes, Capt. T. T. Lewin, presents a replica of the ship's crest to the "Hummel-Hummel Man" (water carrier) of Hamburg, during the carrier's visit to the German post. The hummel-hummel is Hamburg's civic symbol.



The major part of this civil aid was carried out in the Tawau district of Sabah where the inhabitants live in remote, almost inaccessible areas and come under the threat of Indonesians and pirates from the Sulu Sea.

Operating Army assault boats the sailors on patrol in these isolated areas penetrated river and waterways, through mangrove swamps and over coral and, usually led by a midshipman, would make friends with the people and find out if assistance was required.

Medical aid and dentistry was often asked for and, indeed, tooth-pulling became quite fashionable

Two community centres were built by H.M.N.Z.S. Taranaki, R.F.A. Gold Ranger and H.M. Ships Chichester, Cambrian and Delight. A water catchment was built by H.M.A.S. Vampire and H.M.S. Delight, and two other Australian ships, Derwent and Vampire built a jetty with a tidal loading platform.

Capt. R. D. Macdonald, R.N., the Commander Naval Forces, Borneo, explained that the projects "extended naval influence without increasing the number of ships involved, and made naval presence apparent in an agreeable manner to people whom it was designed to protect."



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Time for puddings again

Ingredients which would put Mrs. Beaton's cookery book to shame are being poured into tubs in ships and establishments throughout the Navy. It is Christmas pudding time.



A mix for 1,000 men totals about 250 lb., and includes eight pints of rum, eight pints of stout, a gallon of milk, 12 dozen eggs, 84 lemons, and all the usual sultanas, currants, flour, etc.

The annual stirring rites also involve commanding officers, their wives, pretty Wrens, paddles for stirring, photographers' flash bulbs, and much jollification.

The season always arrives as a shock, almost before the winter resignation sets in, but the early start is necessary for the mix to be divided into manageable sizes and stored for maturing.

A WORD TO MINISTER

Whatever he is telling the Navy Minister? But "Curly" Mallalieu's R.N.V.R. days help him to fully understand naval parlance. He is in conversation with LS George Maguire, whose wife lives at Stubbington (Hants), on the occasion of the Minister's visit to H.M.S. Tamar at Hong Kong.

year he is to take command of the guided-missile destroyer H.M.S. Kent.

Advancement for a Killick

A name like Killick should have no difficulty in mounting the early rungs of the advancement ladder, but Miss Elizabeth of that name, a member of the Royal Naval Scientific Service has attained the dizzy height of a Senior Principal Scientific Officer.

Such individual merit promotion is strictly reserved for those scientists who have made outstanding contributions of their own in the research field, and Miss Killick is the first woman naval scientist to be honoured in this way.

At the Admiralty Surface Weapons Establishment extension at Funtington (Sussex) she leads a team of 10 men scientists on advanced research in specialised aspects of radar and communications antennae.

The Admiral tried for himself

When Admiral Sir Desmond Dreyer, Second Sea Lord, visited a ships' furniture exhibition at Portsmouth Dockyard, his comment on a demonstration of bunks being folded into seats was, "they don't always seem to work on board."

So he had a go himself, and the arrangement proved smoothly efficient.

But the problem is always that of getting a quart into a pint pot, and variations in headroom to a large extent dictate the type of bunks which can be used.



C.P.O. Tony Guttridge

Often quoted as a "spokesman" for the Fleet Air Arm, while acting as assistant to the public relations officer at the headquarters of the Flag Officer Naval Air Command, H.M.S. Daedalus, Chief Aircraft Artificer Tony Guttridge has been awarded the British Empire Medal.

The citation said: "The success of the Fleet Air Arm publicity campaign is in no small part due to his untiring and unselfish efforts."

THE KEY TO HER CITY

The charmer offered him the key—but it was to the city of Stockholm when H.M.S. London paid a goodwill visit. Capt. D. N. Forbes, R.N., commanding officer of London, is exchanging gifts with the girl, a local beauty queen.

In command of H.M.S. Kent



Capt. B. D. O. MacIntyre, R.N.

Back to driving a ship, after a spell at a busy office desk is going Capt. B. D. O. MacIntyre, R.N., Director of Public Relations (Navy) at the Ministry of Defence in London, an appointment he has held since February, 1964. In March next



STERN TEST OF HIS RESOURCE

Actor Kenneth More, lieutenant in the R.N.V.R. during the Second World War, delighted his listeners in the wardroom of the Royal Naval Barracks, Portsmouth, when he proposed "The Immortal Memory" at the Trafalgar Night dinner.

His speech had obviously been prepared with great care, and though well laced with anecdotes, maintained a serious thread throughout.

Kenneth began by saying he had no time for anyone who couldn't shed an honest tear, and went on to draw a parallel between acting and life in the Navy. In each case, he said, it was an emotional calling, and this was their link.

Illustrating the need for resourcefulness in both careers, he said that one of the stage horrors was the gun that wouldn't go off.

Once, as the blackmailer, he had to slink up to "Sir John" seated at his desk, and shoot him through the boiled shirt. The gun (all barrels) failed to fire, the prompter with the reserve gun had apparently fallen asleep, and the curtain

Wren Writer Sarah Allen, aged 18, of Essex, tries the mixture for taste after Capt. H. Lloyd, R.N., had stirred the pudding mixture at H.M.S. Vernon Portsmouth.

couldn't be rung down until Sir John expired.

Sir John at once came to the front of the desk, and in a stage whisper ordered Kenneth, "kick me in the backside."

Kenneth, in some wonder, promptly obeyed the order, and to his surprise and that of the audience, Sir John sank with a groan to the stage.

Then he half rose on his elbow, and in his "last gasp" shouted, "His boot was poisoned!"

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DURBAN HONOURS RORQUAL VICTIMS

The tragic accident in H.M. Submarine Rorqual in which CERA Eddie Sheppard and LM Peter Walker lost their lives was particularly felt by the members of Durban branch of the Royal Naval Association, for many of Rorqual's ship's company, including the victims, had been entertained by them.

A commemoration service was held at the Durban Missions to Seamen, and among those present were members of the Durban branch. The branch chaplain was there, and the service was conducted by the Missions to Seamen chaplain, the Rev. E. J. Wilson-Hughes.

The small chapel was filled with personnel from H.M.S. Rorqual and H.M.S. Puma, and the public filled the hall outside.

Old-timer visits barracks again

A man who was a member of the guard when the naval barracks at Portsmouth first opened in 1903, recently visited the establishment at the invitation of Commodore G. A. Henderson.

He was Mr. David Langham, who had visited Portsmouth on a day trip and was curious to see how the barracks had changed.

There was to have been ceremonial divisions on the day Mr. Langham visited the barracks, but rain caused Divisions to be cancelled, but he was shown around the barracks to note the changes.

Mr. Langham recalled march-

Speechless after gold case gift

Shipmate Don Murray of the Ashford (Kent) branch had the shock of his life at the opening of the branch's new headquarters, the Willesborough Royal Naval Club, when he put his hand in his pocket and found a gold cigarette case.

With it was a card asking him to accept the case for his great work for the Royal Naval Association. Shipmate Murray was too full to reply when the chairman of the Council announced the gift and thanked the donor, whoever he was.

Over 160 shipmates and their wives and friends attended the opening on October 15, and Councillor Sidney Ford, Chairman of Ashford Urban District Council, in declaring the club open, spoke of the tireless effort of Shipmate Don Murray and his band of old seadogs over the 18 years the branch has been in existence.

The Rector of Willesborough gave the exhortation and blessed "the ship and all who sail in her," ending with the sailors' prayer.

Among the guests were representatives from local branches and the Ashford members were pleased to welcome Mr. Ratcliffe, of Maidstone, who presented the club with the ship's wheel some years ago.

ing to the barracks in 1903 from the depot ship, one of the old hulks, H.M.S. Duke of Wellington.

Mr. Langham, who served with the Metropolitan Water Board for 32 years after his retirement from the Royal Navy in 1925, was particularly interested in the present-day canten. Today it is a carpeted club; in his day it was just a beer-house, and outside entertainers used to go there to entertain the troops.



At the opening of the new club. Shipmate "Chick" Kinge (chairman), Capt. D. Macintyre (president), Councillor S. Ford, Cdr. H. F. Robertson-Ackman and Shipmate L. G. (Don) Murray (vice-presidents), and Shipmate E. Standen (secretary)

New branch for No. 10 Area

No. 10 Area—Lancashire, Cheshire, Westmorland, Isle of Man, Cumberland, and North Wales—have a new branch. Ellesmere Port, seven miles out of Chester. The new branch was "commissioned" on September 27.

Two days after the inauguration of the new branch, Wallace held a social evening at New Brighton, and this was a huge success.

On Trafalgar Day, October 21, Runcorn held a "pot supper and cabaret," and the following day the branch combined with the Merseyside Submariners Old Comrades' Association to entertain the ship's company of H.M.S. Aeneas.

The standard of the Wilms-

low branch is to be dedicated on November 6, and that evening the Runcorn branch is entertaining a party from H.M.S. Maidstone.

Rhyl holds its annual dinner on November 3.

Looking ahead the Rhyl branch will be dedicating its standard on June 11, 1967, and sometime in the spring the Liverpool branch is laying-up its old standard, which was damaged beyond repair while taking part in a standard dedication ceremony in Liverpool Cathedral.

Tamworth has hectic week-end

The second week-end in October was somewhat hectic for the members of the Tamworth branch.

On the Friday, members, wives and friends attended the first dinner dance of the branch, and the guests included the Mayor and Mayoress of Tamworth (Coun. Trevor and Mrs. Willocks), and representatives of local forces associations.

The evening coincided with the second anniversary of the branch, and a cake had been made for the occasion. This was



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in his 68th year.

He was invalided out of the service in 1943, but still manages to get out and about, and recalls that H.M.S. Hermes was the happiest ship he ever served in.

The other member of the branch with whom Shipmate Horner has much in common is Shipmate B. Pitcher—an ex-Arethusa boy—who joined the Royal Navy in 1959, and is now serving in the present Hermes.

Harwich veterans meet again

Half a century after they had served together in the Harwich Force in the First World War, 27 who had served under Commodore Tyrwhitt in that intrepid force of cruisers, destroyers, and minesweepers, sat down on October 4 to yarn once again about the hazards and excitements through which they had passed.

The Harwich Naval Force Association (1914-18) has been in existence for 28 years, and has held reunion dinners each year, except for the period of the Second World War.

REPORT OF THE ANNUAL REUNION WILL APPEAR IN THE NEXT ISSUE

Present at this year's dinner was Dame Mary Tyrwhitt, daughter of the late Admiral of the Fleet Sir Reginald Tyrwhitt, who, in her school days, visited her father's ships and men, and who is the association's only honorary member.

The president, Capt. P. L. Gunn, R.N. (ret.), told the members that H.M.S. Ganges or, alternatively, the Royal Hospital School, Holbrook, had expressed willingness, eventually, to preserve the association's standard, in their chapel.

The Harwich Force of the First World War, and the association will therefore be remembered long after the last member has passed away.

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STANDARD IN ONE YEAR—CLUB NEXT

When the Bletchley branch was formed 12 months ago there were only seven members, but it now has a membership of over 50, has bought its own standard, has held its first annual dinner, and is looking forward to playing a useful part in the social and welfare life of the community.

To make sure that the event went with all possible naval traditions, the R.N.R. No. 3 Wireless District joined forces, and over 190 members and their guests were present at the dinner.

The branch chairman, Shipmate A. Shepherd, said that the branch was financially stable and has already started a building fund with a view to the branch having its own club-rooms.

He also said that although the standard would be used for the first time at the Armistice Parade, the dedication service would take place after the winter.

It was hoped that the dedication ceremony and parade would take place in fine weather so that the public could see that naval comradeship and traditions were deeply rooted among the population of Bletchley.

Among the guests were Cdr. M. J. Lorton, R.N.R., com-

manding officer of the 3rd Wireless Section, Councillor and Mrs. F. Evans, Major V. Goldsworthy, representing the British Legion, and Shipmate F. Freyer, president of No. 6 Area of the Royal Naval Association.



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LATEST FILM RELEASES FOR FLEET



'Screamers' carry on tradition

The "Carry on" tradition is fully maintained in "Carry on Screaming," one of the productions among the latest films being released to the Fleet. The full list is as follows:

SECRET OF MY SUCCESS

Fanciful comedy with fringes of farce, starring Shirley Jones, Stella Stephens, Honor Blackman, and James Booth (M.G.M., colourscope).

FLIGHT OF THE PHOENIX

Epic adventure story of desert survival after a plane crash, starring James Stewart, Richard Attenborough,

and Peter Finch (20th Century-Fox, colour).

LOST COMMAND

War drama with a background of the French battles in Indo-China and Algeria, starring Anthony Quinn, Alain Delon, George Segal, and Michele Morgan (Columbia, colourscope).

BORN FREE

A film for animal lovers, based on a true story of a best-selling book, starring

The lady is startled, and not surprisingly by the look on her companion's face. One of the lively moments from "The Secret of Success."

Virginia McKenna and Bill Travers (Columbia, colourscope).

BIG DEAL AT DODGE CITY

Western comedy with a gambling background and a twist ending, starring Henry Fonda, Joanne Woodward, and Jason Robards (Warner Pathé, colour).

CARRY ON SCREAMING

Scatterbrain horrific burlesque, in which comic capers override any suggestion of thrills, starring Syd James, Harry Corbett, Kenneth Williams, and Fenella Fielding (Warner Pathé, colour).

APPOINTMENTS

Capt. M. F. Fell, R.N., who has been commanding officer of H.M.S. Ark Royal since October, 1965, is to be promoted to Rear-Admiral to date January 7, 1967. He has been appointed Flag Officer, Gibraltar, in the acting rank of Rear-Admiral, to date November 29, 1966.

Capt. L. E. S. H. Le Bailly, R.N., is to be promoted to Rear-Admiral to date January 7, 1967. He will take up the appointment of Commander, British Navy Staff, Washington, in April next year.

Rear-Admiral E. B. Ashmore, is to be Flag Officer, Second-in-

Command, Far East Fleet, from April next, succeeding Vice-Admiral C. P. Mills.

Other recent appointments include the following:

Capt. E. M. B. Hoare, Dep. Div. Service Inst. July 7, 1967. To serve in rank of Cdr.

Cdr. N. H. Malim, Thunderer in command, March 31, 1967.

Cdr. G. M. F. Vallings, Defender in command, February 21, 1967.

Cdr. R. A. S. Irving, Llandaff in command, d.t.b.r.

Cdr. D. W. Brown, Falmouth in command, February 3, 1967.

Cdr. L. A. Bird, Brighton in command, February 20, 1967.

Cdr. R. M. Burgoyle, Cleopatra in command, May 1, 1967.

Cdr. J. M. N. Walton, Chawton in command and as S.O. 9th M.C.M. Squadron.

Cdr. M. J. Rivett-Carnae, Dainty in command, May 1, 1967.

Cdr. B. L. Spark, Argonaut in command on commissioning, d.t.b.r.

Lieut.-Colonel P. J. Williams, R.M. Terror as Commanding Officer Simbang, December 12, 1966.

Lieut.-Cdr. A. Holmes, Northumbria in command, December 23, 1966.

Lieut.-Cdr. J. T. Tomlinson, Diana in command, May 1, 1967.

Lieut.-Cdr. P. J. Perry, Upton in command, January 3, 1967.

Lieut.-Cdr. M. J. Howitt, Shoulton in command, March 21, 1967.

Lieut.-Cdr. R. G. Sharpe, Aeneas in command, October 16, 1966.

Lieut.-Cdr. A. R. Thomson, Stalker in command, and S.O.S.M. Londonderry, February 24, 1967.



"Perfect exposure—made a beautiful snap"

Collision court acquittal

The navigating officer, Lieut.-Cdr. R. Gerken, R.N., and the commanding officer, Capt. G. Leslie, R.N., of H.M.S. Devonshire, were acquitted at courts martial at Portsmouth, on October 13 and 14 respectively, of allowing the destroyer to be hazarded when it collided in fog near the river Elbe with the tanker British Sovereign on August 31.

Devonshire, which was taking the Commander-in-Chief, Home Fleet, to Leningrad, had a "tight timetable." This, combined with the importance of a visit to Russia, combined to convey a sense of urgency.

There were no casualties in either ship.

H.M.S. LONDON OFF TO MED.

The guided-missile destroyer H.M.S. London sailed from Portsmouth on October 24 for the Mediterranean. On the day of departure, the Lord Mayor of London, Sir Lionel Denny, visited the ship to continue the association between warships of the name London and the City.

London will return to U.K. in about a month to become the flagship of the Flag Officer Second-in-Command Home Fleet (Rear-Admiral M. Pollock).

R. W. VELZIAN, of 33 Williams Avenue, Wyke Regis, Weymouth, anxious to get in touch with any who served with him in H.M.S. Inflexible from 1912 to 1918.

NAIAD'S SONAR CREW TOPS IN DETECTION

To blow away the cobwebs of summer leave, Cowes, and Kiel (now unfortunately just pleasant memories), H.M.S. Naiad left Portsmouth on September 13 for a 10-day mini work-up at Portland.

There followed a few days of trials in the Clyde area with H.M. submarines Orpheus and Sea Lion, before Naiad returned to her adopted home, Londonderry—and a warm Irish welcome.

Unfortunately this stay was brief, as Exercise Silent Rain followed, very abruptly—the ship sailed at 0530 on a Monday morning!

Units of several NATO navies took part in the exercise (Dutch, French, Danish, Canadian), and it was a great honour for Naiad's sonar crews to win the Joint Anti-Submarine School plaque for the longest-range detection of an "enemy" submarine.

WEEK-END AWAY

Back in 'Derry the opportunity was taken by about 30 of the ship's company to spend a week-end away, either under canvas or in a remote cottage, run on do-it-yourself lines, in a charming corner of Donegal.

The Internal Security Platoon was put ashore for training, and was finally "salvaged" by a mob of peasants composed of volunteers from the rest of the ship's company.

Despite the hail of sticks, stones, stink bombs, and abuse hurled at them, the I.S. Platoon stood fast and eventually dispersed the rioters.

A welcome visitor at Londonderry was Admiral Sir Guy

Grantham, captain of the previous Naiad when she was sunk off Alexandria in March, 1942.

He was surprised to meet another "old Naiad" aboard—CPO E. A. Dicketts, chief bosun's mate, and at one time Boy Seaman Dicketts, admiral and captain's messenger.

On leaving Londonderry, Naiad played host to two dozen Wrens from H.M.S. Sea Eagle, who embarked for the trip down river to Moville.

'SMARTEST SHIP IN THE NAVY'

After sending a letter to H.M.S. Torquay, saying it was "the smartest ship in the Royal Navy," seven-year-old Alistair Smaile, of St. Kew, Cornwall, was invited aboard and given a V.I.P. welcome.

Navy at Aberfan

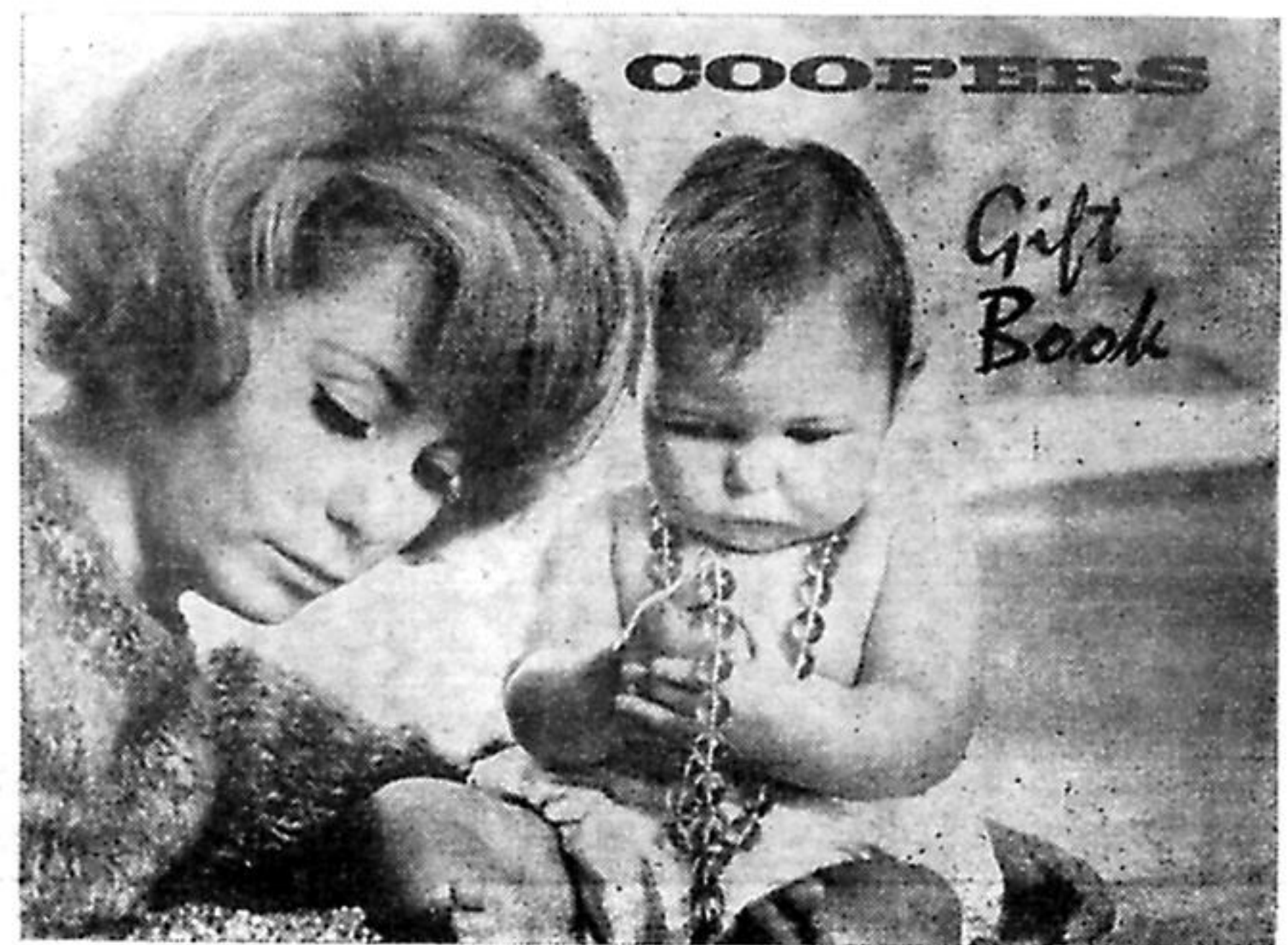
Sailors and Marines from the cruiser H.M.S. Tiger, which was on a non-operational visit to Cardiff, were sent to the stricken village of Aberfan for security duties.

Their job was to watch the tip behind the village for any movement which could lead to further "avalanches."

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DOLPHIN ESCAPE TOWER VERDICTS

"Accidental death" was the verdict in each case when inquests were held on Lieut.-Cdr. Ralph Cudworth and Engineer Mechanic Michael Alsop, who died within days of each other in the submarine escape training tank at H.M.S. Dolphin, Gosport.

The Coroner (Mr. F. A. Maxwell Wells) said there was no

question of any negligence in the operation of the tank.

Evidence was given that air bubbles in the blood stream caused the officer's death, and that Alsop, making his first training ascent from 30 feet in the 100-foot tank, "could not have been breathing properly" with the result that his lungs "blew up."

There has been no training in the tank since the second fatality, but now that the inquests have been held, the question of resumption is under consideration.

Wartime Chaplain at dedication

In fairly fine weather the standards of more than a dozen branches made an impressive display when the Broseley (Salop) branch of the Royal Naval Association dedicated its standard on October 9.

The dedication took place only two years after the branch's formation, and upwards of 200 people representing the Services and civilian authorities took part, and providing the people of this inland town with a little of the pageantry of the Royal Navy.

The service took place at All Saints' Parish Church, Broseley, and was conducted by the branch chaplain, the Rev. Donovan Allen, R.N.V.R., who was Chaplain of H.M.S. Cumberland for four years during the war. He was assisted by the Rector, the Rev. J. M. Glover.

In his address the chaplain referred to those qualities which ex-Navy men found so much to their advantage in civilian life, discipline and cleanliness, and how these virtues seemed to be so lacking in contemporary life.

The salute was taken by the branch president, Cdr. Robin Bassett, R.A.N. (ret.)—his first official function.

After the parade about 100 shipmates, friends and guests were entertained in true naval fashion.

OLYMPUS LEAVES

H.M. Submarine Olympus, first "O" class boat to be refitted at Portsmouth Dockyard, commissioned on October 21 and sailed two days later for work-up. She is to join the First Submarine Squadron at H.M.S. Dolphin. The commanding officer is Lieut.-Cdr. G. A. S. Paul.

EXPEDITION TRAINING ON DARTMOOR

After touring H.M.S. Raleigh, the Commander-in-Chief Plymouth (Vice-Admiral Sir Fitzroy Talbot) flew to Dartmoor and Bodmin Moor to watch expedition training. Wrens are seen fetching water at the camp site.

Keeping the boys off the streets

About the time of the formation of the Boy Scouts, at the beginning of the century, volunteer Boy Cadet Corps were formed, and at Portsmouth for instance, there are seven such corps, with a total following of approximately 800 boys.

The Royal Naval Barracks, Excellent, Vernon, Dolphin, Collingwood, Dryad, and the Royal Marine Barracks all have units, and membership is open to boys between the ages of 9 and 15.

Sons of officers and men who are, or who have served in, the Royal Navy; sons of civilians employed in the parent establishment; and boys living in the vicinity of the establishment—all are eligible to join.

The object of the movement is to help the boys to become good citizens, and to assist them to a healthy development of both mind and body.

Funds are raised through small entrance fees, weekly subscriptions, and grants from establishment welfare funds. There is no call on public funds.

SPORTING ACTIVITIES

Sporting opportunities are many and varied—boxing, football, athletics, cross-country,

swimming, .22 shooting, etc. Units also give field-gun displays at shows and fetes throughout Southern England during the summer months.

A summer camp is held each year and cadets also visit the Royal Tournament. Periodically cadets have an opportunity to spend a day at sea in one of H.M. ships.

Winners of the various sporting activities over the past year have been: football—Dryad; cricket—Collingwood; swimming—Collingwood; cross-country—Dryad (seniors), Collingwood (juniors); boxing—Victory; field gun—Collingwood; athletics—Dryad; tug-of-war—Excellent; .22 shooting—Collingwood; .22 tiles—Royal Marines.

In recognition of distinguished services in support of operations in Malaysia, Capt. D. Mitchell, R.M., has been awarded the M.B.E., and Sergt. C. Rose, R.M., the B.E.M.



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2. Apply in writing to the Chief Constable, Admiralty Constabulary, Ministry of Defence, Empress State Building, London, S.W.6. Serving Naval personnel should apply through their Commanding Officer.

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In Memoriam

Lieut.-Cdr. Edgar Francis Henry Brown, R.N. H.M.S. Vernon. Died September 21, 1966.
Michael Alsop, EM 1/c. P/074335. H.M.S. Dolphin. Died September 21, 1966.
Michael Couch, AB. D/JX. 898512. H.M.S. Ajax. Died September 27, 1966.
Lieut. David John Starling, R.N. H.M.S. Golderest. Died September 29.
Brian William George Marshall, A/LEM. P/060912. H.M.S. Albion. Died September 30, 1966.
Cyril William Bland, CEM. P/MX.97233. H.M.S. Mull of Kintyre. Died October 5, 1966.
Donald Kenneth Morrison, LEM. P/M.054239. H.M.S. Plover. Died October 2, 1966.
Frederick Donald Homer, CPO. P/JX.712416. H.M.S. Drake. Died October 2, 1966.
Lieut.-Cdr. Neil Kenneth Lewis Whitewan, R.N. H.M.S. Victorious. Died October 7, 1966.
Lieut.-Cdr. Alan Mackenzie Johnson, R.N. H.M.S. Victorious. Died October 7, 1966.
Sub-Lieut. Peter James Dyer, R.N. H.M.S. Victorious. Died October 7, 1966.

PRESENTATION TEAM'S SUCCESSFUL TOUR

"Success everywhere" is the report from the Royal Navy's Presentation Team, at the half-way mark of their tour round 40 cities and towns.

Attendance for each performance averages 400 and is often near the capacity of the halls booked, says a spokesman.

At nearly every town the audiences have included the lord mayors or mayors, and four Members of Parliament have attended.

Members of the team have appeared twice on television (South Today and Look North), and once on BBC sound.

From countless remarks by the public to members of the RNPT, we are certain that the main aim of spreading and encouraging a convincing picture of the modern Navy is being achieved.

The reactions of thousands of school children to "Know Your Navy" leaves no doubt that interest and enthusiasm is being roused.

Remaining dates are:
November: Perth (4th), Glasgow (7th), Lowestoft (14th), Cambridge (15th), Bedford (17th), Peterborough (18th), Maidstone (21st), Folkestone (23rd), Tunbridge Wells (24th), Hastings (25th), Leamington (28th), Oxford (30th).
December: Cheltenham (1st), Swindon (2nd), Swansea (5th), Cardiff (6th), Bath (8th) and Taunton (9th).

FIRST HELICOPTER SUPPORT SHIP



An artist's impression of the Royal Fleet Auxiliary Engadine, launched on September 15 at the yard of Henry Robb Limited, Leith. Named after a First World War seaplane carrier, Engadine is the Navy's first helicopter support ship. With a displacement of about 8,000 tons, the ship has been specially designed to meet naval training requirements in the flying, handling, and maintenance of helicopters.

Last F.A.A. helicopters are out of Borneo

After four years of extensive operational flying in the Malaysian Borneo states of Sarawak and Sabah and the Sultanate of Brunei, the last helicopters of the Fleet Air Arm pulled out early in October.

A detachment of Wessex Mk. V's of 845 Naval Air Commando Squadron embarked in the commando ship H.M.S. Bulwark at Labuan on October 7.

Commenting on the withdrawal and the role played by the Fleet Air Arm, the Commander, Far East Fleet (Vice-Admiral Sir Frank Twiss) said: "Such names as Brunei, Labuan, Tawau, Kuching, Simanggang, Nanga Gaat, Bario, and Sepulut, will revive memories of inspiring deeds and regrettably, tragedies too."

Sir Frank said that those who had served in the squadrons had helped to write a noble page in Fleet Air Arm history.

On the last tour, 845 Squadron had only been operating in Borneo since August 5, 1966, their tour being cut short with the end of confrontation of Malaysia by Indonesia.

However, the squadron previously served for two-and-a-half years from the time of the Brunei rebellion in December, 1962.

Two other squadrons—846, which is now disbanded, and 848—also served long spells of

operational duty in the territory. Their main task was to support the Security Forces in combating Indonesian aggression by ferrying troops and stores to forward areas.

They also lifted heavy engineering equipment used in building roads, runways and camps.

The Navy helicopters operated a "flying ambulance" service, saving the lives of many native people, and wherever they were based, squadron personnel built up lasting friendships with the local inhabitants.

Two youth-visiting teams, composed of a lieutenant, a senior non-commissioned officer, and 11 other ranks of the Royal Marines, are visiting schools and youth organisations throughout the country.

MOVEMENTS OF SUBMARINES

The following events will occur in Submarine Command in November:

H.M.S. Maidstone visits Liverpool (3-7).

H.M.S. Truncheon and Finwhale visit Gateshead (18-23).

H.M.S. Walrus and Artemis visit Birkenhead (23-28).

SERVED 34 YEARS

The death has been reported of El. Lieut. K. H. Drew, R.N. (ret.), of 23 Wye Street, Ross-on-Wye. Lieut. Drew retired in 1962 after completing 34 years in the Navy.



The Story of Young Endeavour

Seafaring men talk of the 'Arethusa' with affection. For the past 100 years she has been home, school and training ship for boys who would otherwise have had no opportunity in life.

She represents traditions of the finest kind. Every year some 240 boys aboard her, are fed, clothed and trained for careers in the Royal and Merchant Navy. To many, she is the only home they have known. When a boy leaves the ship, his welfare continues to be watched with undiminished care.

The life-line of the 'Arethusa' is Charity; money is urgently needed to carry on this great work. £6 will support one boy for one week; our annual outgoings exceed £75,000.

Will you please help us by sending as much as you can, as soon as you can, to Lieut.-Commander A. D. England, R.N., who will gratefully acknowledge all contributions.



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needs volunteers, men and women over 21 and under 60, to train in their spare time to assist the Royal Navy in emergency. Training is given in a variety of subjects for duties ashore and afloat. The Service is organised in units, with training centres in most ports in the United Kingdom. Uniform is provided and expenses are paid.

For full information, apply to Command Naval Auxiliary Officer, Office of the Commander-in-Chief, Portsmouth, Hants.



Sub-Lieut. C. Phillips
A Royal Navy helicopter pilot. Sub-Lieut. Charles Phillips, aged 21, of West End, Southampton, was killed in a car crash at Christchurch. His father, Lieut.-Cdr. Harry Phillips, R.N. (ret.), is a hovercraft test pilot with the Westland Aircraft Co. at Cowes.

'STAR ROLE' OF FLEET AIR ARM S.A.R. DIVERS Exploits featured on television

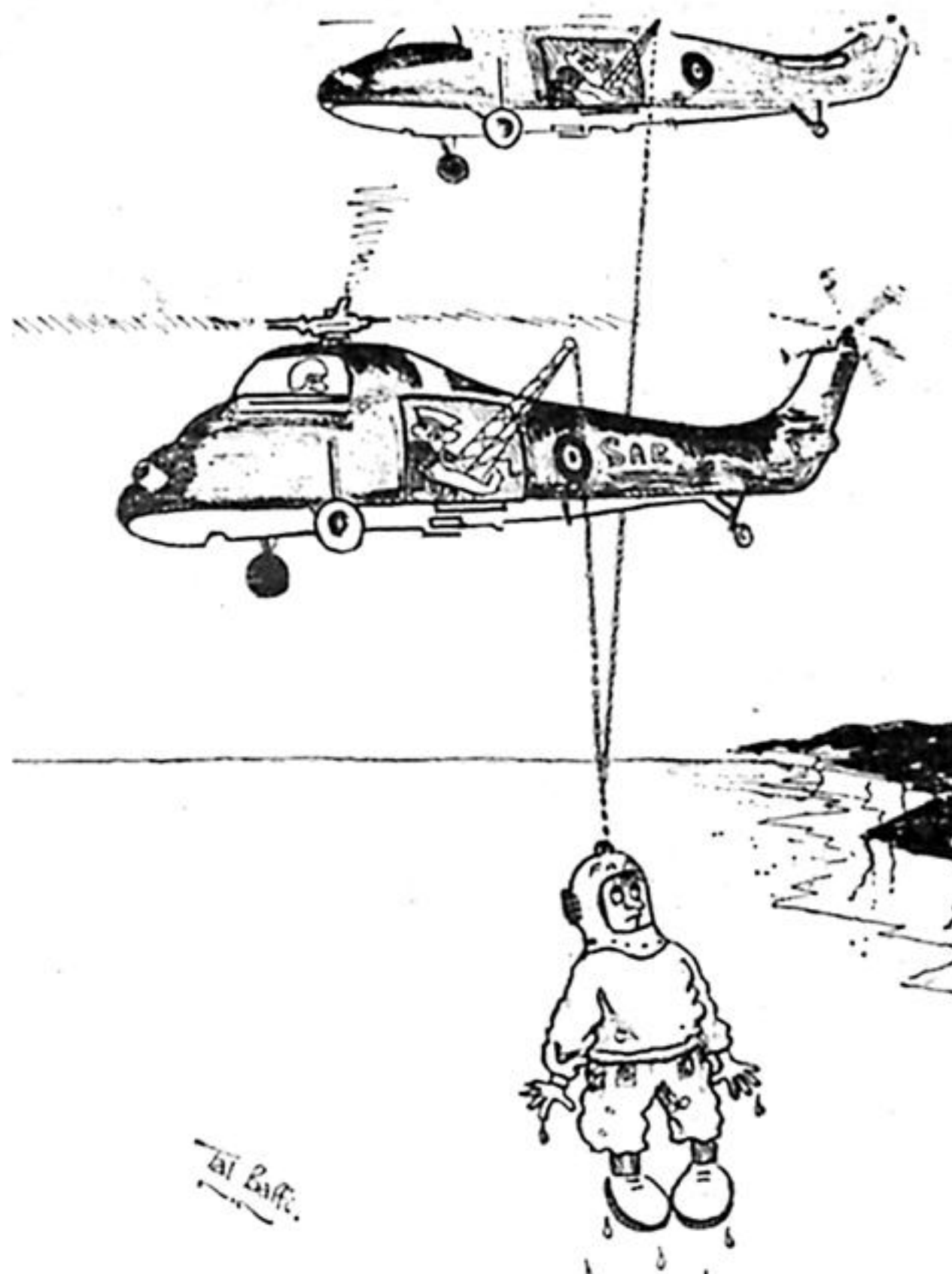
Do you like flying and swimming? Would you like to be one of those with-it people who live on top of the water, swim underneath it, and fly over it? If so this article is for you.

Mark you, you have to be fit. The training for a Fleet Air Arm S.A.R. diver includes two weeks' jumping and free diving at H.M.S. Vernon, and another two weeks of helicopter jumping at Portland.

Then there is the aircrew course (seven weeks), and

you are finished off with four weeks' training at the Search and Rescue Operational Flying School, before joining one of the S.A.R. flights at Lossiemouth, Brawdy, Culdrose, or Portland.

Service in a fixed wing or commando carrier can be ex-



pected after six months' shore S.A.R. experience.

Unlike other branches no "longest ashore" rosters are kept for rating aircrew, as volunteers or newly trained aircrew are usually available for S.A.R. flights and squadrons embarked.

Lots of men have volunteered for these duties, but you have to be good to succeed. Since their appearance in 1961 the numbers of these rating aircrew have increased, and this elite corps now numbers 30.

Their life-saving exploits

have been highlighted in a succession of Orders of the Day—not to mention in television newsreels. All ratings—other than those in branches which are in a shortage category—may volunteer for this training, and as a matter of interest the first General Service rating to be accepted for S.A.R. diver training will be operational in the New Year.

Full details are in D.C.I. (R.N.) 832/66.

Roll up!

BRINGING 'NEW LOOK' TO NAVY

A new silhouette will appear in the Navy towards the end of 1972 when the first of the Type 82 guided-missile destroyers—the order for which has just been placed—becomes operational.

The ship, expected to cost £20,000,000, is to be built by the new consortium of Swan Hunter, Wigham Richardson, and Smith's Dock. She will displace about 5,650 tons—slightly more than the present County class—and machinery will be a combination of steam and gas turbines.

Built around the Sea Dart missile system developed to meet the air threat of the 1970's and 1980's, the new destroyer will be capable of high speeds, with automatic steering and full stabilisation. Machinery will be remotely controlled from a ship control centre.

"Labour-saving" devices will be fitted to make the most efficient use of manpower, resulting in a smaller ship's company for its tonnage than any previous warship.

Living conditions will be the best obtainable, with the capacity to steam and fight, without discomfort to the crew, when shut down in action conditions.

DUTCH HELP

The ship will be fitted with an Action Data Automation weapon system, which will compute the information from the new 3D radar and other sensors, and control their various weapons to engage the targets selected.

Development of this radar has been the direct result of close collaboration between the British and Netherlands navies.

Other equipment includes the latest sonar systems to provide the detailed information required for the latest anti-submarine weapons, including the long-range weapon Ikara.

A high-domed structure above the bridge, and three smaller domes, forward and on either side, are necessary to house the advanced automation equipment.

Magazine for Ship lovers

The tenth number of *Ships Monthly*, the magazine devoted to ships of all kinds and ship models of all periods (published by Endlebury Publishing Co. Ltd., Grosvenor Road, London, E.10, at 3s per issue) lives up to its previous promise, and is of absorbing interest to all who have a love of ships and the sea.

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of sleeping in a cramped bunk or hammock on board ship? If so when ashore in DEVONPORT, book a room at

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rent allowance, security, a good pension and you have a career that's really go-ahead and worthwhile. Interested? There are vacancies in most forces, including those listed below. You can apply to join if you are between 19 and 30, 5'8" or over, with good health and eyesight. (Men who wear glasses or contact lenses within certain minimum standards are now eligible for the Metropolitan Police.) Send in the coupon below for full details.

Basic Pay as a Constable starts at £700 (£800 if 22 or over) rising to £1,040 after nine years. In London the rates are higher: pay starts at £780 (£880 if 22 or over) rising to £1,155 after nine years.

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Hopes are more than realised



Two coaches and seven of the entrants who are still in H.M.S. Ganges. Back—L/Sea Price; JNA Clark, of Edinburgh, gold award; J/Sea Fearynough, of Abingdon, gold award; front—JNAM Young, of Hitchin; JEM Wilward, of Dinesgreen; JNAM Rath, of Dublin; J/Sea Brisen, of Ventnor; and J/Sea Jones, of Wrexham; all silver awards
Photo: R. A. Fisk, H.M.S. Ganges

In the October issue of "Navy News" it was stated that H.M.S. Ganges had high hopes of finishing well—getting into the first four places—in the inter-school Milocarian Memorial Competition.

This competition was established in 1946 as a tribute to members of the Milocarian Athletic Club (formed by officers in the Services) who lost their lives in action. All schools in the United Kingdom are eligible to compete, as well as overseas schools for children of British Service men.

The high hopes were well and truly founded, for H.M.S. Ganges won the Intermediate

Trophy, having been 12th in 1964 and ninth in 1965.

There were 32 entries for the competition, and the first five were: H.M.S. Ganges, 25 entrants, 36.4 points; Haileybury and I.S.C., 25 entrants, 35.7 points; Workington Grammar School, 23 entrants, 35.6 points; Dr. Challoner's Grammar School, 25 entrants, 35.5 points; and Prince Rupert School, Wilhelmshaven, 16 entrants, 35.4 points.

Two up with five minutes to go—could only draw

Five minutes to go and two goals up—it looked all over bar the shouting when the Royal Navy soccer XI played Oxford University on October 14.

In the last five minutes, however, the Varsity, always trying,

ROYALS WIN TRAFALGAR CUP

The battle for the Trafalgar Cup, the annual soccer match between Portsmouth Command and the Royal Marines, which took place at Portsmouth on October 18, resulted in a well deserved win for the Royals by two goals to nil.

The Command played good football in midfield, but lacked determination near goal—in contrast to the Royal Marines, who played decisive football, covering well in defence and thrusting when the opportunities came.

Lindsay scored for the Royals in the first half and Best in the second half. This second goal shook the Command, and they tried might and main to get on terms.

The strong Marine defence, however, held out. The Command had the chances, but the ball was not running for them that afternoon, and the Marines thoroughly deserved their victory.

The Command left out four of their "regulars"—Coates, Crawford, Grey and Godwin, and the Marines could not field Anderson and Riley.

Portsmouth Command: Spilsbury; Broome, Hayer; Wilkinon, Turley, Hyde; Moss, Twine, Proctor, Blandford Kelly.
Royal Marines: McKenna; Demery; Underwood; Hunt, Freeman, Higgins; Barrett, Lindsay, Towse, Best, Wassell

managed to get two goals, and the result—a draw.

Last season the Navy won the Inter-Service title without conceding a goal, and with such a fine defence it seemed—until the 85th minute—that the Navy will do it again.

Goals came in the 25th and 26th minutes and, just before half-time, Moss nearly made the score 3-0.

With two goals "in the bag" a certain amount of complacency appeared in the Navy side. With complacency comes the possibility of errors, particularly so with opponents who go for everything and keep on trying.

Then came the debacle. In the 85th minute the University had a free kick which their right back took and scored with an angled drive. The linesman was waving his offside flag—but this, of course, is no excuse, it is the referee who controls the match and it is his whistle which must be obeyed.

Just before time the Varsity skipper, Slater, shot as he was being tackled by Moss, the ball slithering under Spilsbury's body into the net.

Oxford University: Murphy; Cotton, Dick; Taylor, Ayres; Hepburn, Pentecost; Farr, Garofall, McIntyre, Slater.
Royal Navy: Spilsbury; Ellis, Crawford, Stacey, Godwin, Wilkinson; Coates, Malcolmson, Moss, Proctor, Anderson

The Portsmouth Command Hockey XI led Hampshire 1-0 at the interval in the match played on October 22 at Portsmouth.

The lead was well deserved, team work having been excellent, but in the second half Hampshire had slightly more of the play and equalised after 20 minutes.

PORTSMOUTH RUGBY IN THE DOLDRUMS?

October could not be regarded as one of the better months of United Services (Portsmouth) Rugby Football. Out of four matches they lost two and, of the two wins, the match on October 22 against the Old Dunstonians, left much to be desired.

It is probably only a bad patch but, at the moment, the Services have deteriorated from the fine side of only a few weeks ago.

NAVY CUP MATCHES

There were two interesting soccer matches last month—one in a divisional quarter-final, and the other in a divisional semi-final—in the Royal Navy Cup competition.

On October 5 Whale Island beat the Portland Naval Base at Whale Island by seven goals to two, but Portland opened the scoring after 11 minutes, and it was an own goal which enabled Excellent to equalise.

Just before half-time, however, Gibson scored for Whale Island and, after the interval, the team "clicked" and five goals thrilled the supporters.

Portland, the team which, in the first half, made Excellent's reign at the top look shaky, could do nothing right in the second half, scoring only one breakaway goal.

Excellent: Burton; Lyons, Hutchinson; Coates, Scott, Gibson Lee, Gray, Roberts, Twine, McGill.
Portland: Parker; Duke, Tutbill; Godwin, Harris, Brown, Cameron; Jones, Evans, Blythe, Harrison.

The other match was H.M.S. Dolphin versus the Royal Marines, Eastney, on October 12, the submariners pulling off a shock result by winning three goals to one.

There was no luck about the Dolphin side. Had it not been for Birch, the Royals' goalie, Dolphin would have scored many more. He was the only member of the Marines side who played up to his usual standard.

Dolphin's goals came from Turley, and Armstrong in the first half and Scott in the 70th minute. Barrett scored for the Royals.

Royal Marines, Eastney: Birch; Harding, Patterson; Freeman, McEwan, Smithyman; Williams, Harrison, Barrett, Swain, Fletcher.
Dolphin: Edwards; Geeson, Tibbs; Atkin, Wyatt, Smith; Scott, Turley, Crilly, Armstrong, Moss

Promising outlook for Navy boxing

The 1966/67 boxing season started on September 1, but although it is obvious that there is plenty of potential talent in the Navy, and the chances for the season look promising, provided boxers can be made available for training and competitive matches, more boxers are still required.

It must be realised that boxing is a hard master, requiring self discipline, little or no smoking and drinking, coupled with a hard training schedule and competitive ring experience. To reach the top sportsmen must be dedicated.

In spite of certain criticisms directed at boxing as a sport, it has proved popular over recent years in the Navy, and there are good coaches and excellent training facilities available for those interested.

The Navy trainer at R.N. Barracks, Portsmouth, PO R. Eden says that he has offers for bouts practically every week, and he is prepared to travel to any venue with boxers who are keen to gain ring experience.

A trainer's ideal is to have the Royal Navy team together throughout the season, so that they can train under expert supervision and be available for matches. This is impracticable, of course, in the Service, but much can be done, by those in authority, to make boxers available for training sessions and competitive matches.

If available the Navy team is likely to be formed from the following: Flyweight, LS R. Stafford (H.M.S. Devonshire); Bantamweight, AB T. Oxley (Excellent); Featherweight, LME D. Wright (Sultan); Lightweight, LMS M. Frampton (Defender); Lightwelter (Open to likely candidates); Welter, Mne D. Boden (Eastney); Lightmiddle, Mne C. O'Bray (Eastney); Middle, LS M. G. Mole (Patrol School); Light/heavy, Mne D. M. Smith (ProRM); Heavy, AB C. Field (Victory).

Stafford has won the Navy title on several occasions. Oxley, who won the Navy title last year, could be among the top A.B.A. boxers this year. Wright has boxed the best in the country. Frampton has reached the semi-finals of the A.B.A. at Wembley twice, but has been out of class boxing for two years.

Boden won the Navy title last year and O'Bray has won Navy junior and senior titles. Mole, who is boxing well this year won the Navy title last year. Smith won the Navy title as a Middleweight two years ago. Field is rated among the top six in the country.

FIXTURES

Fixtures and competitions already arranged include the following: Navy Novices, at Eastney, November 23 and 24; Navy v. R.A.F. Stanmore, February 9; Navy v. Army, Plymouth, February 23; Navy Juniors, H.M.S. Ganges, February 17 and 18; Army v. R.A.F., Aldershot, March 8; Navy Open, Portsmouth, March 8 and 9.

The C.S.B.A. (formerly the I.S.B.A.) Junior championships will take place at Aldershot on March 10 and 11, and the seniors, also at Aldershot, on March 30 and 31.

The A.B.A. Senior semi-finals will take place at Wembley on April 21 and the A.B.A. Senior finals at Wembley on May 5.

CAPACITY CROWD FOR FINALS

There was almost a capacity crowd at Eastney Barracks on October 20 for the Portsmouth Command and Royal Marines open boxing championships, and the spectators were given good value in one of the best championships for a long time.

In the Marines contests only one, the welter-weight, went the distance, but possibly the biggest ovation of the evening was given when LS J. Goddard, of H.M.S. Ganges, beat ME D. Briggs, of H.M.N.Z.S. Waikato, on points in the Portsmouth Command welter-weight final.

ROYAL MARINES OPEN CHAMPIONSHIP FINALS

Light Welter-weight: Mne M. Willis (41 Cdo.) beat Mne. D. Green (A.T.U.R.M.) in two rounds.

Welter-weight: Mne. D. Boden (43 Cdo.) beat Mne. R. Cooper (41 Cdo.) on points.

Light middle-weight: Mne. C. O'Bray (Depot) beat Mne. M. Smith (43 Cdo.). Referee stopped contest in second round.

Light Heavy-weight: Mne. D. Smith (D.P.R.O.R.M.) beat L/Cpl. Cann (43 Cdo.). Referee stopped contest in first round.

Middle-weight: 2/Lieut. Leatherbridge-Farmer beat Cpl. A. Dick (41 Cdo.). Referee stopped contest in second round.

Heavy-weight: Mne. G. Stables (43 Cdo.) beat Mne. J. McGregor (41 Cdo.). McGregor retired in the first round.

PORTSMOUTH COMMAND CHAMPIONSHIP FINALS

Bantam-weight: A.B. T. Oxley (H.M.S. Excellent) beat M.E. T. Weeks (H.M.S. Dolphin). Referee stopped contest in second round.

Welter-weight: LS J. Goddard (H.M.S. Ganges) beat M.E. D. Briggs (H.M.N.Z.S. Waikato) on points.

Middle-weight: LS M. Mole (H.M.S. Excellent) beat E.M. A. Gill (H.M.S. Collingwood) on points.

SPECIAL CONTESTS

Feather-weight: LME D. Wright (H.M.S. Sultan) beat Mne. D. Cornish (43 Cdo.) on points.

Light-weight: Mne. J. Hart (41 Cdo.) beat LME W. Williams (H.M.S. Hermes) on points.

Light Welter-weight: P.O. P. Phillips (H.M.S. Cambrian) beat Mne. A. Cooper (R.M.B.) on points.

Royal Marines Open Boxing Trophy: Winners, 43 Commando.

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Devon XV beats Navy side

The Navy Rugby XV played Devon on October 12, losing by 30 points to 6 but, with all respect to those who did play for the Navy, it was a side which was crippled by the demands made upon the Navy by Devon and Hampshire.

Devon was led by Mike Davis, of U.S. (Portsmouth), and Terry Scott, of Greenwich, was Devon's pack leader.

Lieut. Brewster and Chief Wren Ellis, who were second overall in the Bosun Open Championships in mid-September, are both serving in the R.N. Air Station, Culdrose.



There was a large crowd when H.M.S. Devonshire's football team played the Russian naval side at Leningrad. The result was a draw—one all. The two captains smilingly greet each other before the match

Inter-Service rivalry strengthened 'The Park'

There were many problems when the Headquarters, Far East Command, the Joint Service Staff serving the Commander-in-Chief, Far East, was set up, but right from the start inter-service rivalry only served to strengthen the soccer team, in which the Navy has always been well represented.

In both 1964 and 1965, the team, known as "The Park" because of its location in Phoenix Park, Singapore, were semi-finalists in the Singapore Area Army Junior Cup, and were well placed in their league.

This year proved another "true to form" season, for the team again went to the semi-finals, and finished fourth in the league.

The Park, however, had some reward for their efforts, for the "A" team carried off the Six-a-Side Cup, despite the fact that there were only about 80 to choose from, against some of the other service clubs who had up to a 1,000 on the strength.

There were 54 teams in the competition, and "The Park" entered two. Writer D. Woolmore was the only Navy man in this team—which managed to reach the third round before being eliminated—but in the "A" team, two Leading Writers, N. Howden and K. Ruler, showed that the Navy can produce good footballers.

Marine first in Pentathlon

Major R. F. Tuck, Royal Marines, was the individual champion in the three-day Ser-

SPORTING ROUND-UP

vices Pentathlon held at Aldershot. He obtained 4,595 points.

Second was Sgt. Inst. D. M. Braithwaite, of the Army, with 4,436 points, and third Sgt. J. A. J. Darby, also of the Army, with 4,347 points.

The Army was first in the team event, with 12,615 points, the Royal Navy coming second with 11,903 points, and the Royal Air Force third with 8,791 points.

Wrens excellent in slalom

The Royal Navy canoe slalom championships, 1966, took place on September 24 and 25 at Shepperton Lock on the Thames—an inter-Service contest.

In the women's section the only competitors who put in an appearance were three Wrens, and the result was: 1. Wren S. Sherburn, R.N.A.S. Brawdy; 2. Wren Jenny Spall (who has

done well in national events), a M.T. driver at H.M.S. Collingwood; 3. Wren S. J. Gooding, also from Brawdy.

They are all members of the R.N. Canoeing Association, and Wren Spall said they were trying to widen Service interest in the sport. The standard of the Wrens was excellent, and several male competitors had to take second place to them.

The best Navy men in the men's section were Lieut. R. Hewitt (Manadon); ERA App. Crane (Caledonia) and Surg. Cdr. A. F. Davidson (Farnborough).

Services' fifth sailing win

The Combined Services' Firefly dinghies beat the British Universities Sailing Association for the fifth successive year at Grafham Water on October 15 and 16.

On the Saturday, the Universities won two of the three races, but on the next day the Services won both races.

Although the Universities had the first boat over the line in every race and their captain, C. Smith (Bristol) scored two individual wins, the Services possessed better teamwork.

'Have-a-go-Mac' has what it takes

Although he has been running for 10 years, it was not until this year that POREI Danny McFadzean decided to "have a go" at marathon running and, after only three races, he has shown, indubitably, that he has the required make-up for this strenuous sport.

"Mac," as he is known, is a quiet, but dedicated runner over the longer distances. He is the present Navy cross-country and six-mile champion.

He started his running career on joining the Navy in 1956 when he found that his ability was limited at other sports. Success came to him in the Naval Air Command and Royal Navy cross-country championships in 1957/58.

His first big moment in cross-country running came when he won the Inter-Service

SPORTSMAN OF THE MONTH

vice championship in 1963, being the first Navy runner to achieve that feat. Since then he has represented the Services against Great Britain, and other well-known teams.

His first marathon effort was in the Welsh championship when he finished



POREI Danny McFadzean

fourth. Then came the Oxfam championships at Feltham, and this he won by four and a half minutes. Undoubtedly it was the Oxfam marathon which led to his selection to represent Great Britain in the Kossice championships in Czechoslovakia. There was a field of 145 and Danny came sixth. The race was won by Koth of Hungary, with Jim Alder (G.B.) second and A. Moore (G.B.) 12th. The British team won the team championship.

Danny's time of 2 hr. 23 min. 22 sec. was the fastest ever run by a Royal Navy runner and gave him the sixth fastest time this year in the country.

He has an ambition—to take part in the next Olympic Games. He has the necessary dedication and, provided draftings are reasonable, giving him time to traverse the highways and byways on his training schedules, we may yet see a Navy man with a marathon gold medal.

Navy runners do well

In ideal weather conditions on October 22, 103 competitors took part in the Harlow marathon, and the Royal Naval Athletic Club (South) finished third of the 14 teams—a very creditable performance.

All the Navy runners did personal best times over the course—the real marathon distance—somewhat unexpectedly, for Hampton, Wright and Clark took part in the Edinburgh to Glasgow 44-mile race, finishing 2nd, 7th and 9th respectively, and it was thought that they could not have recovered sufficiently to be able to run a marathon seven days later.

R.N.A.C. placings and times were: 17th RS. P. Hampton (Gurkha) 2 hr. 37 min. 9 sec.; 24th POWr C. Wright (Victory) 2 hr. 42 min. 10 sec.; 37th ERA R. Clark (Maidstone) 2 hr. 46 min. 28 sec.; 62nd S/Lt. J. Eaden (Thunderer) 3 hr. 4 min. 45 sec.

Sports fixtures

November 7, 8 and 9: Squash. Portsmouth Command Open squash championships. H.M.S. Victory.
November 9: Hockey. Portsmouth Command v. Sussex. Middleton-on-Sea.
November 9: Soccer. Royal Navy v. London Universities. Victory Stadium.
November 9, 10 and 11: Judo. Royal Navy championships. H.M.S. Victory.
November 17 and 18: Hockey. Inter-Command championships. Eastney.
November 19: Hockey. Royal Navy final trial. Eastney.
November 19: Basketball. Portsmouth Command v. Bristol University. H.M.S. Victory.
November 23 and 24: Boxing. Royal Navy Inter-Command championships. Eastney.
November 26: Fencing. A.F.A. men's team championships. Venue undecided.
November 30: Soccer. Royal Navy v. Football Association. Victory Stadium.
December 9, 10 and 11: Squash. Royal Navy championships. Greenwich.
December 19, 20 and 21: Squash. Inter-Service championships. Naval and Military Club.
January 18, 1967: Soccer. Royal Navy v. A.U.A. Victory Stadium.
January 26: Boxing. Royal Navy v. Royal Air Force. R.A.F. Stanmore.

Air Command easy winners at Golf

When the 1966 Inter-Command Match Play Championship was held at Stoneham Golf Club, near Southampton, on October 3, 4 and 5, the players were unanimous in their appreciation of all the organisation and amenities.

Taking part were Portsmouth, Plymouth, Royal Marines and Naval Air Commands and, as may be expected, the majority of this year's Royal Navy team were present.

The Air Command were the ultimate winners and thus relieved Plymouth Command of their custody of the Taylor Cup.

The overall competitive edge was, unfortunately, not as keen on this occasion, since the Royal Marines and Plymouth were unable to field all their "tigers" due to Service commitments.

R.A.F. are dinghy champions again

The Royal Air Force scored their seventh consecutive victory in the Inter-Services team dinghy racing championships at Grafham water reservoir last month.

Because of fog, racing was possible on only one day—three races instead of six—and the R.A.F. were the winners on this basis.

The R.A.F. scored 67½ points, the Army 58, and the Navy had to be content with 54½.

R.N.R. officer is dual champion

Lieut.-Cdr. F. F. Thomas, R.N.R., won both the rifle and revolver championships for the second year running at the annual autumn meeting at Bisley of the London Division, R.N.R.

PO Wren A. G. Gladwell won the W.R.N.R. aggregate trophy, and the King's Cup went to RO P. Handover, with Lieut.-Cdr. Thomas in second place.

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